

# RAILWAY AGE

SEPTEMBER 27, 1947

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# Railway Age

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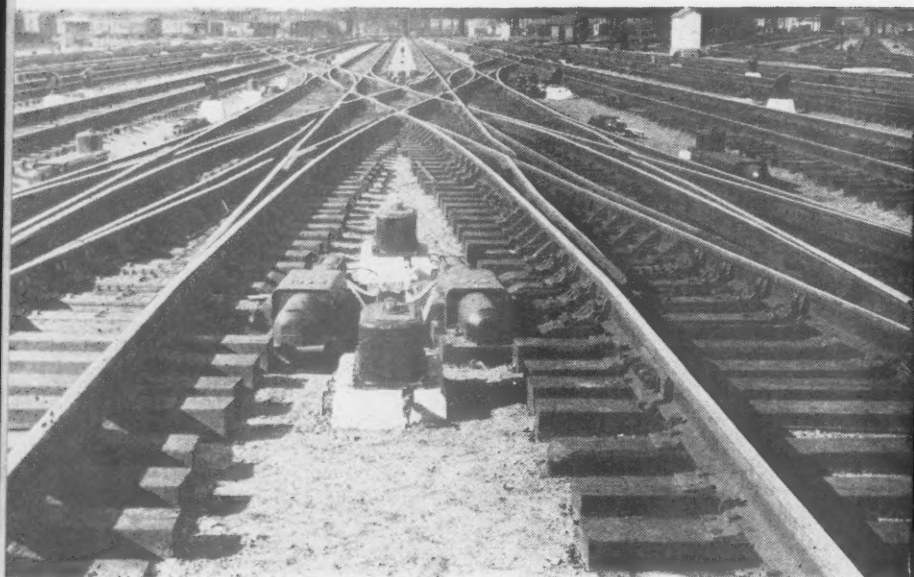
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# When You Plan INTERLOCKINGS—



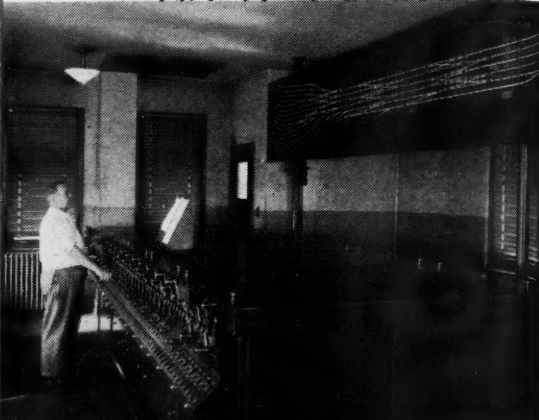
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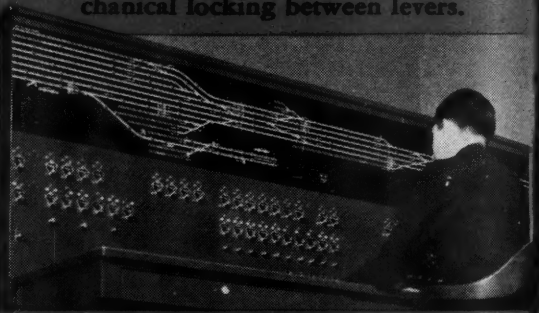
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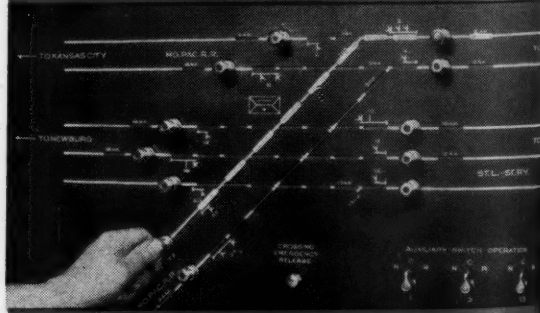
"Union" can supply the type of interlocking best suited for your present and future plans. You can specify electro-pneumatic or all-electric switch machines. Our engineers are fully qualified to help you make the proper selection. Call upon us!



**"MODEL 14" POWER INTERLOCKING CONTROL MACHINE**—employs mechanical locking between levers.



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A "Union" interlocking for every purpose!

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# The Week at a Glance

**COMPLACENCY CHASER:** The railroads' fuel engineers heard some pithy and pungent plain speaking last week from Hanna Coal Company's President Ireland. His plea to them, to the railroad industry, was to get rid of any tendency toward laurel-resting just because they are turning in improved performance records. His remarks (page 54) include a challenge to the railroads to give their coal-burning steam power the same preferred attention and intensive use which he says their Diesels get, as well as a warning that advancements in equipment and appliances can't be perfected and put in profitable service if each road waits for another one to try them out. In speaking so emphatically to railroad men he made no bones about some of the shortcomings of the coal producers, too, leading up to a plea to the two industries to get together even more effectively in meeting some of their common difficulties.

**WAITING:** As this issue went on the press, the railroads were waiting for I. C. C. authority to effect an emergency increase in freight rates about equal in total amount to the added expense of the recent non-op wage award. Shippers' lawyers show every indication of planning an all-out fight to delay action on the carriers' plea for a larger permanent rate increase just as long as they possibly can. Mr. Burchmore fears an economic crisis is coming, and wants to hold everything until it gets here, but the railroads argue that their economic crisis already has arrived. And the news from Cleveland is that the ops are demanding at least \$3 a "day" more for the brothers, indicating that crisis is likely to be the carriers' lot for some time.

**FORD'S ROAD'S DIESELS:** The Ford Motor Company's private railroad at Dearborn, Mich., has 17 Alco-G. E. Diesel-electric locomotives in all-day, every-day operation, as one of our illustrated articles reports. Special designs and stock models are included in the fleet; they range in capacity from 300 to 1,000 hp.

**HARRIMAN AWARDS:** The annual ceremonies accompanying the presentation to railroads in three size groups of medals marking their achievements in the prevention of accidents and the promotion of safety are the subject this week of an illustrated article. Therein we report some of the statements by which A. A. R. President Faricy and Judge Fletcher marked the occasion.

**MORALE MAINTAINER:** All sorts of technical advances have been made in railroad equipment—and others are in the mill—as a result of the application of the skill and ingenuity of the research and engineering staffs of the railroads and the firms that manufacture these products. But the functioning of all of these costly and complicated and efficient devices depends on the human element, the Atlantic Coast Line's J. D. Loftis reminded the fuel and traveling engineers last week in Chicago. Neglected opportunities in the improve-

ment and maintenance of human relations on the railroads were pointed out in his remarks—the basis of one of our articles—and the fundamentals that guide his road's supervisory and personnel programs were outlined. Emphasis focuses on the employee's—and his supervisor's—appreciation of the importance of his work, and of himself as an individual, to the prosperity and the efficient operation of the railroad.

**IT CAN HAPPEN HERE:** Except in North America, private operation of the railroads no longer prevails. If American railroads can't soon get back on a profit-making basis private operation won't go on forever in this country either. This point has been emphasized in addresses in various parts of the country during the past few days, all of them intended to arouse the railroads' customers particularly, and also the large portion of the general public that does not believe in or want government ownership of industry, to the responsibility that rests on them to participate on the railroads' side in a program of active resistance to the threat of eventual nationalization. Presidents Fraser of the Katy and Vollmer of the T. & P. were among those putting the situation before shippers board meetings; their remarks are summarized on page 44.

**WHAT IS HAPPENING HERE?:** Mr. Ireland's assay of railroad men and coal men may show up some traces of complacency, but almost the whole adult public, and particularly the part of the public that is engaged in business, is in danger of being found guilty on the same indictment. The public appears to assume that the failure of the New Deal to win the last national election means the death of the political and economic philosophy the New Deal stands for. Our leading editorial suggests that those political and economic philosophies are still very much alive, and that there is a close and disturbing parallel between our tenuous hold on the forms and symbols of democracy and Great Britain's franker acceptance of state socialism. In an address to the tie men at Hot Springs (reported briefly in the news pages) C. E. Johnston of the Western railway executives' association bluntly suggests that there are politicians in power whose actions—if one looks beneath their party labels—indicate they are resolved to destroy the railroad industry, so they can seize the railroads and through dictatorial control of their rates and service dominate the whole national economy. So long as they hold the reins politicians of this stripe aren't too particular about who gets the votes at the polls.

**FRENCH THREE-CYLINDERS:** Specifications of an experimental 4-8-4 three-cylinder compound locomotive which the French National Railroads are testing are given in an article in this issue. Intended for express passenger service, this reciprocating steam unit develops a tractive force of 46,200 lb., and its indicated horsepower is estimated at at least 5,000.

**P. R. R. COMMUNICATIONS:** The most extensive system of train communication yet installed anywhere is that on the Pennsylvania's four-track main line between Harrisburg and Altoona. The frequency modulation inductive system developed on that road uses Union Switch & Signal Co. apparatus, and 300 locomotives, 100 cabin cars and 16 wayside offices have been equipped. All signaling and protective arrangements continue in service, but the communication system curtails delays, makes it easier to take proper measures to take care of mishaps, and helps dispatchers and train crews to take advantage of favorable "breaks." The apparatus operates on two wave lengths, an advantage in territory with very heavy traffic and an effective means of breaking into routine conversations when emergencies occur. Our illustrated article describing this major addition to the Pennsylvania's operating facilities is on page 38.

**THE TIE SITUATION:** What is likely to happen next year in the renewal of crossties is summed up in the article on page 50. Renewal programs this year are running a little ahead of 1946—which is no great shakes of an achievement, because 1946 was an almost all-time low as far back as statistics go—and 1948 installations, it is predicted, will run 4½ million or so above last year. To some extent the tendency of total renewals to decline through the years reflects the greater life expectancy of treated ties, but the decline has been overdone, because mechanical wear and deferred maintenance have not yet been offset since war shortages ruined regular programs. How well the railroads will be able to match needs with achievements, in this as in other directions, must depend in part on how soon and how completely their revenue deficiencies are corrected.

**I. C. C. APPROVES:** An increase in express rates just authorized by the Interstate Commerce Commission will improve railroad revenues to the extent of \$60-odd million, it is estimated. Our news-section report of the decision indicates that the commission hasn't changed its view that the express rate structure could do with a bit of overhauling, however.

**ROADMASTERS' ROUNDUP:** A report appears in this issue of the proceedings of the Chicago convention of the roadmasters and maintenance men, a meeting at which many significant and timely papers and addresses and committee reports were presented. Among the latter a half-dozen are outlined in these pages—they deal with such diverse topics as increasing the output of extra gangs, planning high-speed turnouts, cost control, training of track foremen, preparing track for rail laying, and motor car operation. A. A. R. Vice-President Aydelott, Burlington President Ralph Budd, Professor Peck of the University of Illinois, and S. R. Hursh of the Pennsylvania's maintenance department were speakers whose remarks are briefly summarized in the same article.

# They're doing even better now!



ST. LOUIS SOUTHWESTERN  
FREIGHT LOCOMOTIVE  
PERFORMANCE THROUGH  
APRIL 30, 1947

In April we reported the performance record of five General Motors Diesel freight locomotives on the Cotton Belt Route operating on the 550-mile run between East St. Louis and Texarkana.

As of December 31, 1946, these 5,400-horsepower GM Diesels had handled an average of 48,125,000 gross ton-miles a month — averaging 11,674 miles a month since entering service.

And they're doing even better now! In today's operation, these tireless veterans are actually averaging more than 13,000 miles a month — stepping up the figure shown in the latest performance table to an average of 11,792 miles a month.

The record, from delivery in June 1944 and June 1945 to April 1947, shows a combined total of 1,721,622 miles, with over-all availability against potential hours in the period of 83.0%.

It takes fine machinery, careful planning, watchful maintenance and skilful teamwork to produce such a record—all of which adds up to highly efficient and profitable railroading.

Loco. No.	Month Delivered	Total Miles Operated	Av. Miles Operated Per Month	Percent Availability
900	6-44	399,633	11,754	84.3
905	6-44	379,898	11,173	80.1
910	7-44	377,918	11,115	82.4
915	6-45	285,424	12,974	84.0
920	6-45	278,749	12,670	84.0
		1,721,622	11,792 (Av.)	83.0 (Av.)



## ELECTRO-MOTIVE DIVISION

GENERAL MOTORS

LA GRANGE, ILL.



## RAILWAY AGE

### *New Dealism Is Pretty Lively for a Corpse*

The further round of wage increases which has now hit the railroads indicates plainly that, despite the election returns, the New Deal theory—that wealth is created by increasing the amount of paper money paid out rather than by increasing the production of useful goods—is not dead. The American people could learn a valuable lesson as to where this kind of foolish, and indeed almost Satanic, economic doctrine leads by contemplating the sad estate of our good friend and ally, the once mighty Britain.

Smart people, it is said, learn from the experience of others. The less alert learn only from their own, while some are unable to learn from either. This nation is afforded a matchless opportunity for the painless acquisition of information on how not to conduct its public business by the spectacle now being exhibited by the Socialist government in Britain—and the lessons are appropriate because most of Britain's troubles are merely our own in exaggerated degree.

#### **How British Socialists Hold Power**

What is happening over there is that a bunch of reformers have captured and are holding political power by providing—temporarily—a substantial part of the electorate in the lower economic brackets with a better standard of living than they ever enjoyed before. In Britain, as in America, such a program arouses the sympathy of a large number of political neutrals whose hearts are firmer than their heads—and who do not stop to consider that, if this program improves the condition of the poor, temporarily, at the expense of the nation's productive capital, the eventual result will be to impoverish everybody, including those who are now benefiting from the politicians' generosity.

The London "Economist" enumerates some of the huge tasks which the British government has undertaken, in part, as follows:

The maintenance of a standard of nutrition which is definitely higher than prevailed before the war for fully half the people.

In the face of a world shortage of food, high consumption is encouraged by subsidies.

Creation of a national health service and the extension of the national educational system.

A considerable extension of social insurance.

The creation and full employment of a [subsidized] building industry larger than ever before.

And all of these items are piled on top of an effort to repair war damage, to re-equip the major industries, and to expand exports—these last-named goals, of course, being necessary if the country's productive capacity, on which a high standard of living depends, is to enjoy any permanence. The program isn't working, for Britain isn't exporting enough to pay for her imports, and Uncle Sam is paying the current deficit and is being asked to ante up more billions to continue the process. Says the "Economist":

"As a nation we are trying to consume much more than we produce. We do not, of course, succeed in doing so—except to the extent that we are borrowing from foreign countries or using up our working capital. . . . Every service industry that can increase its output with little use of materials is over-expanded, so that labor is drawn into football pools and the like and away from more essential industries. The trade unions exploit the shortage of labor to extort more pay for less work, so that the very fact that the supply of goods is below the demand for them leads to a further restriction of supply. . . . The lack of incentives for either employer or wage-earner and the tremendous suction applied by the domestic market" has a depressing effect on exports, upon which the continuance of high living standards ultimately depends.

#### **A Sure, But Painful, Solution**

A return to free markets and a suspension of political support to high levels of consumption—i.e., the abolition of all rationing, and price and wage controls—could quickly correct the situation by putting price tags on things which would truly represent their

actual cost. Demand would shrink to equal the supply and the economic crisis would be at an end—but the process would be painful and politicians with an urge to stay in power have no zest for such heroic action. The "Economist" does not recommend this drastic step; it still believes in a considerable degree of governmental "planning" but, it adds, "the experience of the last two years has considerably dimmed that faith." In fairness to the Socialists, it is pointed out that the Conservative party has practically the same program, except for the nationalization of basic industries. One might well ask, however, what essential difference there is between nationalized and "private" business, so-called, if all prices, wages, and material supplies are subject to strict government control and virtually all profits and incomes beyond a low maximum are taxed away.

In looking over the entire program of the British Socialists it is difficult to find any important point wherein it differs materially from the economic doctrine which is still dominant in governmental circles in this country. The only real difference is that Britain is trying to keep its program going even though the country is busted—is trying to give goods away which don't exist, and to deprive her energetic and enterprising citizens of their property for the benefit of those with less zest for hard work. The identical course is, certainly, being pursued in this country to a slightly lesser degree, only that we have not been at it long enough to be busted—yet. Nobody could have imagined a little over thirty years ago that so rich a country as Britain then was could have gone broke so fast, either.

### A Limited Choice

The parallel is uncomfortably close in another respect, too, namely, that the opposition party in neither country is much more dependable for soundness of doctrine and performance than the party holding the reins of government. The most powerful exponent of socialized housing in this country is not a proclaimed New Dealer, but a staunch Republican. With us the principal protagonists for the extension of socialism in transportation are not our forthright professing Socialists, but business leaders who would feel themselves slandered if called New Dealers.

Well, if we persist in treading the path we have been following—artificial wage levels, punitive taxation of initiative, continued invasion of the economy by socialized productive plant—we shall be unable to lay the blame anywhere except upon our inability to learn. Providence has done all it can by offering us, without pain or cost to ourselves, a flesh and blood exhibit of the end result of such behavior.

And now in Britain has come the ominous decision to tell people where and at what they must work. If people decide not to be directed in their economic activities by the peaceful persuasiveness of free market prices, they must inevitably prepare to submit in the end to being directed by a policeman, backed up by a jailer and a hangman. There once was a song, doubtless not popular any longer, which has as its refrain the line: "Britons never, never, never shall be slaves."

## Neglected Supervisory Development and Training

An outsider looking in on any of the railway conventions in Chicago during the week of September 15—Roadmasters, Bridge and Building, and Mechanical associations—or the Signal section meeting there one week earlier, would have been impressed by the high caliber of supervisory personnel attending. Talent of which any industry might well be proud was there in abundance. But ironically, at the same time, there are few among those present at any of those meetings who are not deeply concerned, consciously or subconsciously, about both the numbers and caliber of the supervisory personnel on the railways. And many are fully aware that, with railway managements generally not aroused to the situation, the outlook is becoming increasingly serious.

The need for additional capable supervisory officers possibly is not felt so keenly anywhere else on the railways, at the moment, as in the signal department, confronted as it is on most roads with immediate large programs of signaling, principally as the result of the recent signal order of the Interstate Commerce Commission. But the immediate need for more signaling personnel only seems to emphasize the long-standing dearth in most of the other departments of adequate supervision, and the fact that, with few exceptions, there has been little planned and organized effort toward solving this problem.

Speaking before the Roadmasters' Association in 1946 on the subject, Can Maintenance-of-Way Costs Be Reduced, F. R. Layng, vice-president and chief engineer of the Bessemer & Lake Erie, and a student of railway gang organizations, said, "We cannot expect to reduce costs, particularly labor costs, unless adequate supervision is provided—by which I mean not merely occasional visits to the work, but real intensive planning, inspection and leadership."

Taking up this thought, which, of course, was by no means a new one when expressed a year ago, one of the committees of the Roadmasters' Association reporting at the recent convention on Methods of Increasing the Production of Extra Gangs, said that "Proper supervision is probably the most essential element to an efficient extra-gang organization and to maximum production. . . . The important thing is to have sufficient supervisors so that every laborer in every unit will be working properly and effectively at all times."

Why this admonition about the importance of adequate gang supervision? Is it because extra-gang organizations on the railways are known generally to be adequately supervised by a sufficient number of trained men? Every man on the committee reporting knows they are not, and the statement quoted was their way of indicating this, and at the same time saying that extra-gang efficiency is being lost as the result.

And did the Bridge and Building Association in convention at the same time overlook this important question? It did not. A report on the Development and Training of Supervisory Personnel in the Bridge,



Building and Water Service Forces said, "It is apparent from a survey conducted by your committee that there is a very definite shortage on many railroads of properly trained and qualified men to fill supervisory positions. At no previous period in history has this shortage been so acute." Then, reflecting facts developed previously by the American Railway Engineering Association, it added: "In spite of this situation, only 4 of the 46 roads replying (to a questionnaire) have made any attempt to set up a definite training program for the benefit of this particular group. Some are considering such a step, but no definite action has yet been taken."

More has been done with supervisory development and training in some departments on the railways than in the roadway and structures departments, but by comparison with the progress made in this direction by other industries, including some of their competitors, the railways generally have much to concern them.

## Exultant Socialism in New York State

The current annual report of the New York Department of Public Works is eloquent on the state's project for a toll-free "Thruway"—a superhighway traversing the state from east to west, at an estimated cost to the taxpayers of \$202 million, or more than \$400,000 a mile. The report harks back to the old Erie Canal, also constructed by the state more than 120 years ago, which induced an "economic upsurge" which "was like a touch by Midas" in the region it traversed.

The magic effects of spending the taxpayers' money, it appears, have not diminished with the passage of a dozen decades, and, for that reason, says the Department of Public Works, "today the state is engaged in other great undertakings of equal importance and magnitude," among them this "Thruway." "Public works in general and highway facilities in particular," the Public Works Department asserts, "are both warp and woof on which the pattern of an economic prosperity can be woven, and New York state has launched its program."

There are two or three important facts, germane to the subject, which the Public Works Department has omitted to mention in its discussion, but which it would not have overlooked if its zeal for the whole truth were equal to its desire to magnify the activities the department supervises and, hence, its power to provide lucrative employment for worthy contractors and voters. One of these facts is that the original Erie Canal was financed by tolls paid by users. It did not cost the general taxpayers one cent, net, but actually earned a lot of money for them. By contrast, an analysis of probable toll earnings of the "Thruway," if tolls were to be levied for its use, indicated that such earnings would not meet all the costs and so, by a mysterious logic comprehensible only to enthusiasts for spending the people's money, it was decided not to levy any tolls at all.

What kind of an "economic upsurge" can a facility

be expected to create which is going to cost so much that the direct beneficiaries would rather do without it than defray its costs? It is evident that enthusiasm for the "Thruway" is confined to those who expect to garner its benefits without paying the costs—which, quite possibly, may exceed the benefits. When the private-enterprise way of allocating both costs and benefits at the same spot, namely, upon the direct beneficiaries, is abandoned, there is no longer any check to determine whether or not a given improvement is actually going to be worth what it costs. The road is open for the dissipation of the nation's capital resources and productive capacity; and the unwillingness of users to pay compensatory tolls for the use of this "Thruway" is strong *prima facie* evidence that its construction is economically indefensible. If that be true, then any "economic upsurge" which is created along the route will be more than offset by an "economic downsurge" of even greater magnitude among those who will be taxed to build the "Thruway" but who will have no opportunity to use it.

Such considerations are one of the significant omissions from the discussion of the Public Works Department of its various enterprises and this "Thruway" in particular. Another little matter the report overlooks is any mention of the railroads—which certainly have contributed far more to the economic upbuilding of New York state than either the Erie Canal did or the "Thruway" can, and which have *paid* heavy taxes instead of consuming them. The Department of Public Works quite apparently cares nothing about the service to the economic life of the state of its *main* reliance for transportation service; and is, in fact, pursuing policies of construction and finance of competing state-owned facilities which are calculated to make the continued private financing of improved railroad facilities difficult and perhaps impossible.

With a state government operating under a regime with such enthusiasm for socialized transportation and such disregard for the welfare of the state's basic and self-supporting transportation industry, it isn't much to be wondered at that the stock of, for instance, the New York Central is selling at 15.

### Freedom Isn't Free!

Freedom, as world events have taught us, isn't free like the air we breathe. It isn't from everlasting to everlasting. It was won by bitter struggle, and it can be lost with tragic ease, if we Americans take it for granted.

The lesson of our time is that freedom must be earned, in each generation, by our integrity and ability as citizens. Either we continue to earn it, or we shall wake up some morning to find that it has slipped through our fingers, as it slipped through the hands of so many other people in the world. A dictatorship will have taken it from us. . . .

The duty of the businessman and the labor leader in our community is to make our economic freedoms work. This is a duty they have to the whole public, not merely to their own group or class. It is far better that these men should disclose and assail the wrongs in our system than that they should see, hear and speak no evil. Either we do our own housekeeping or an indignant electorate will do it for us.

—From the Chesapeake & Ohio's salute to the Freedom Train as it began a nationwide tour.



Engineman using the train communication equipment in the cab of a Diesel-electric

## Train Communication on Pennsylvania

**Inductive system using frequency modulation now in service on 1,025 main track miles, 300 locomotives and 100 cabin cars and in 16 wayside offices**

**T**HE Pennsylvania has completed an installation of train communication on two adjacent engine districts of 245 route-miles of four-track railroad between Harrisburg, Pa., and Pittsburgh. Between Harrisburg and Altoona, 300 locomotives, 100 cabin cars and 8 wayside stations are equipped; between Altoona and Pittsburgh, 8 wayside stations are provided with trainphone for use with the passenger engines that run through between Harrisburg and Pittsburgh.

From the standpoint of equipment involved and results obtained in expediting trains, this is the most extensive project of train communication yet installed in the world. This large-scale installation was preceded by years of developments and tests, as was explained in detail by W. R. Triem, general superintendent of telegraph of the Pennsylvania, in an article in *Railway Age* of February 12, 1944, and in *Railway Signaling* for March, 1944.

As shown on the map, east of Harrisburg the Pennsylvania has several alternate lines to cities on the eastern seaboard, including New York, Philadelphia, Baltimore and Washington. Westward from Pittsburgh, this railroad operates lines to Cincinnati, Indianapolis, Louisville, St. Louis, Cleveland, Detroit and Chicago. The traffic to and from these various lines is concentrated on the main artery through Harrisburg, Altoona and Pittsburgh. Because of this concentration of train movements, the eastern half of this important route between Harrisburg and Altoona was chosen as the first main-line engine district to be equipped with train communication. On the major portion of this district—i.e., on the 103 mi. between Harrisburg and Petersburg—the average daily traffic includes 68 passenger trains and about 71 freight trains.

Throughout the entire Harrisburg-Altoona section there are four main

tracks. The two outside tracks are used by passenger and fast freight trains, and the two inside tracks are for the slower trains. Interlocking stations, with universal crossover layouts to divert trains from one track to another, are spaced an average of 8.2 mi. As a part of the project, apparatus was installed in several key interlocking stations, so that two-way telephone communication is available at any time between trains and the wayside offices.

The train communication equipment has now been installed on all locomotives which are regularly assigned to through and local freight, as well as to locomotives in through passenger-train service. The operation of the locomotives used on freight trains is confined to the Harrisburg-Altoona district, but the locomotives on passenger trains run through between Harrisburg and Pittsburgh. In order to utilize the equipment on the passenger locomotives when operating on the Altoona-Pittsburgh

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district, train communication apparatus was installed in eight wayside offices in this territory.

The train communication apparatus used on this project is of the inductive type. It employs the line wires adjoining the track as a conductor for the modulated "carrier" current. When transmitting from a steel cabin car, for example, the carrier energy is fed into a conducting loop structure which surrounds the car body at a sufficient height to provide the necessary unobstructed area to allow the development of an adequate magnetic field. The front and rear ends of the loop are connected to the corresponding car trucks so that the loop circuit is completed through the rails between the trucks.

The magnetic field set up by the carrier loop current induces energy in the existing telephone and telegraph line wires on the pole line paralleling the tracks. This energy is picked up also by induction, by the receiving coils of the locomotive on each train within range, as well as by the nearer wayside offices.

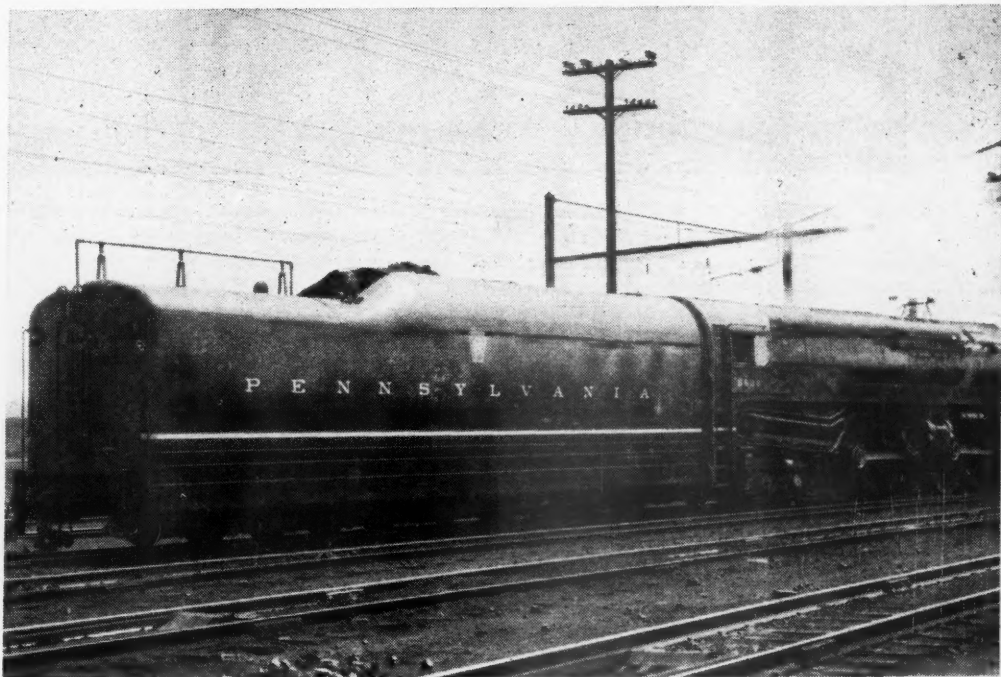
Thus, in this system, the energy is not broadcast, but is confined primarily to the vicinity of the railroad right-of-way, and the installation, therefore, operates as a private means of communication. The maximum separation between the tracks and the paralleling line wires is preferably not greater than 150 ft. Over the occasional short section where the pole line is remote from the track, communication is maintained by the use of a single wire installed on short poles alongside of the track. (The basic principles of the inductive system, as well as the results of the earlier tests and developments on the Pennsylvania, were explained previously in these columns. The following explanation deals primarily with the application of this system in the Harrisburg-Altoona territory.)

## Two Conversations at Once

For communication between the locomotive and the cabin car of a train, or between trains, the effective range extends up to a distance of approximately five miles, and, for communication between trains and wayside offices, the range is enough to include at least the two nearest equipped offices, which are an average of 16 mi. apart. The apparatus in all locomotives, cabin cars and wayside offices is complete for operation on two different channels, the low frequency channel being 80 kilocycles and the high-frequency channel 144 kilocycles. Frequency modulation provides means of suppressing excess noise due primarily to amplitude modulation of the carrier frequency. The "capture" effect of the FM system, moreover, prevents interference between stations.

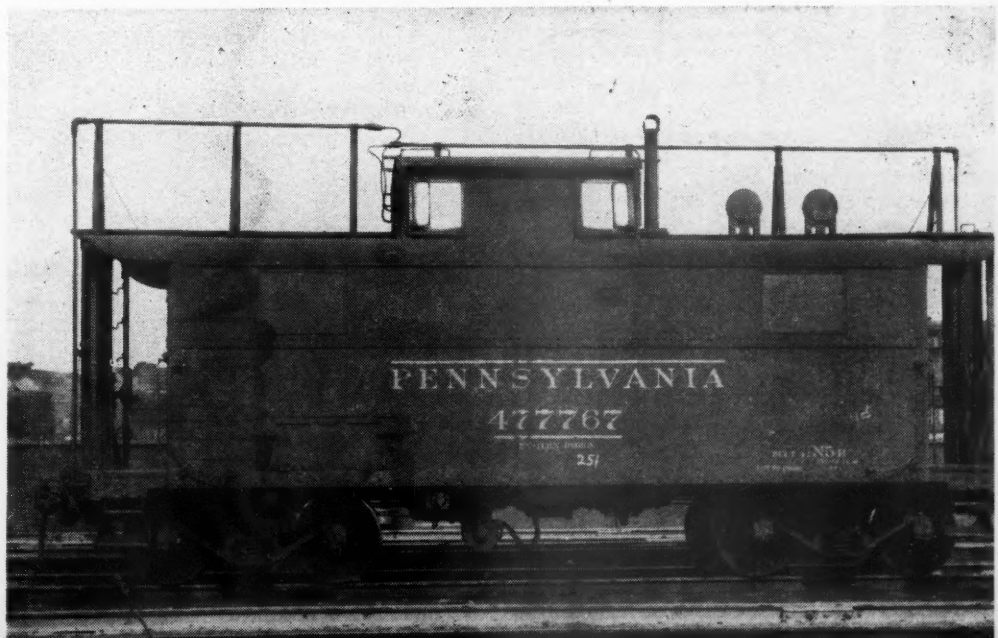


The transmitting loop and receiving antenna on the roof of a Diesel-electric locomotive



The transmitting loop and the receiving coils are on the deck of the tender

The transmitting loop and the two receiving coils are on the roof of the cabin car, and the axle-driven generator is under the car body



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While inspecting his train, a trainman can use his Carryphone to talk with the conductor in the cabin car or the engineman in the locomotive

The provision of the second channel was considered highly desirable in this zone of heavy traffic where a number of trains are en route in any given section. Furthermore, the second channel is a standby for use in case the other fails. Ordinarily the high channel is used for calls between trains and wayside block offices, and the low channel for calls between the head end and rear of a train, or between trains. In case of a failure of either channel in a set, the other is used in either service. The receiving apparatus on the locomotives, cabin cars and wayside stations is tuned to receive incoming calls on both channels, the calls being received on the loud-speakers.

When preparing to make a call from a cabin car, for example, the conductor listens to the loud-speaker to be sure that no calls are in progress. Then he removes his handset from its hook, pushes the selector lever to the "H" or high channel position or to the "L" or low channel position, thus selecting the channel he intends to use. The selector lever is locked electrically in that position until the handset is returned to the hook-switch which releases the lock permitting the selector lever to return automatically to the normal position.

Having selected the channel, the man originating the call presses the "push-to-talk" button on his handset and then speaks into the mouthpiece. For example, "Cabin car 6789 east calling Lewis on 'high'." Such a call is heard

in the loud-speakers in all the cabin cars, locomotives and wayside offices within range. The operator in the office being called pushes his selector lever to the "H" position, the channel being used, and then takes his handset off the hook, presses the "push-to-talk" button, and says "Lewis answering cabin car 6789 east." After the conversation is finished, they sign off and return their handsets to the hooks. Then the selector levers automatically return to normal.

### To Make an Emergency Call

A non-locking lever—i.e., the longer lever extending below the control box—is for sending out calling signals. When thrown to the right it sends out a frequency that is superimposed on the low channel and is transmitted on the loud-speakers of all sets in range as a distinctive whistle tone. Or, when this longer lever is thrown to the left, it sends out a frequency on the high channel, which causes a much higher pitched whistle tone to be sounded at all sets in range. The emergency call is sent out by throwing the lever alternately to the left and to the right, two times, pausing only momentarily between throws. This is heard as a relatively low then a relatively high-pitch tone in the loud-speakers of all sets within range, unless a man is talking, and then he hears it in his loud-speaker on the other channel. Thus, regardless of whether a conversation is

under way on either or both channels such an emergency call is received on all sets within range. This emergency call directs parties to cease their conversation and listen to the emergency message.

Portable apparatus known as the Carryphone is being tried out on a number of trains. It has been used by flagmen to maintain contact with the rest of the crew while going back to protect their trains and also by conductors and trainmen while inspecting their trains after unusual stops.

The Carryphone operates on the same inductive principle as the fixed train communication system. The entire set, including battery and loop, weighs 26 lb., and is easily carried by a strap over a man's shoulder. The loop, which is 30 in. in diameter, consists of five turns of 1/4-in. metal tube. The Carryphone has an operating range up to 2 mi. when used to communicate with another Carryphone or with an engine or cabin car, and a range up to 15 mi. when used to call a wayside station. These Carryphones are equipped to operate on 144 kilocycles. The tube heater circuits are energized from low-voltage dry batteries, and the plate supply is furnished by high-voltage dry cell blocks. Both types of dry cells are commercial items and have been selected to give best performance and long life under average conditions of Carryphone use.

The train communication system does



not replace standard methods of authorizing train movements, but rather is a supplement thereto. Primarily, train communication is used to prevent, or to shorten the duration of, delays which may be caused by abnormal conditions arising from adverse weather, slow movements of trains ahead, failures of car equipment, steam failures or other defects of locomotives, and similar circumstances.

In one instance, a conductor observed a defective car in his train about 30 cars ahead of the cabin car. He used the train communication system to inform the engineman, and, in their conversation, they decided to set the car out at a set-off track a few miles ahead. In another instance, when a train broke in two, the trainphone saved a lot of time which, otherwise, would have been lost while waiting for members of the crew to walk back and forth along the length of the train to pass signals to the engineman and to determine where the car had to be set out. When a train makes an unusual stop because of such circumstances, the operator at the nearest wayside office is brought into the conversation over the train communication system. He then communicates with the dispatcher and operators at other interlockings, so that following trains can be routed over other tracks, thus eliminating the delays which otherwise might extend until the defects were corrected on the train in difficulty.

Again, if a train is not making schedule time because the locomotive is not steaming properly, the engineman uses his phone to inform the operator in the nearest wayside office. Accordingly, at the next interlocking the train is routed to another track to get it out of the way of following trains. These considerations are especially important on this district because, during certain periods of the day, trains are operated on rather close headway. For example, between midnight and 4:00 a.m. there are 9 regular passenger trains and approximately 8 to 10 freight trains operated westward out of Harrisburg.

When a train is making good time, the operations may be planned to an advantage. For example, in one instance an engineman used the trainphone to tell an operator in a wayside office that "We are going along fine; give me the 'rail' if you can, and I can get in to Enola yard ahead of 68." Accordingly, this freight train was routed through on the high-speed track all the way to its terminal, rather than diverted to the slow-speed track or a siding where it would have cost considerable time. In another instance, an engineman reported that he had enough water and, therefore, could pass up a water stop if they could give him a line-up to keep going. This not only saved 15 to 20

min. for the train, but also obviated delay to following trains.

When any employee on the train or by the wayside sees a defect on a passing train, the information is quickly passed to the train involved so that it can be stopped. Also the information is given to other trains in the general vicinity so that they too can reduce speed and approach with caution, until such time as they may be notified by the trainphone that no hazard exists.

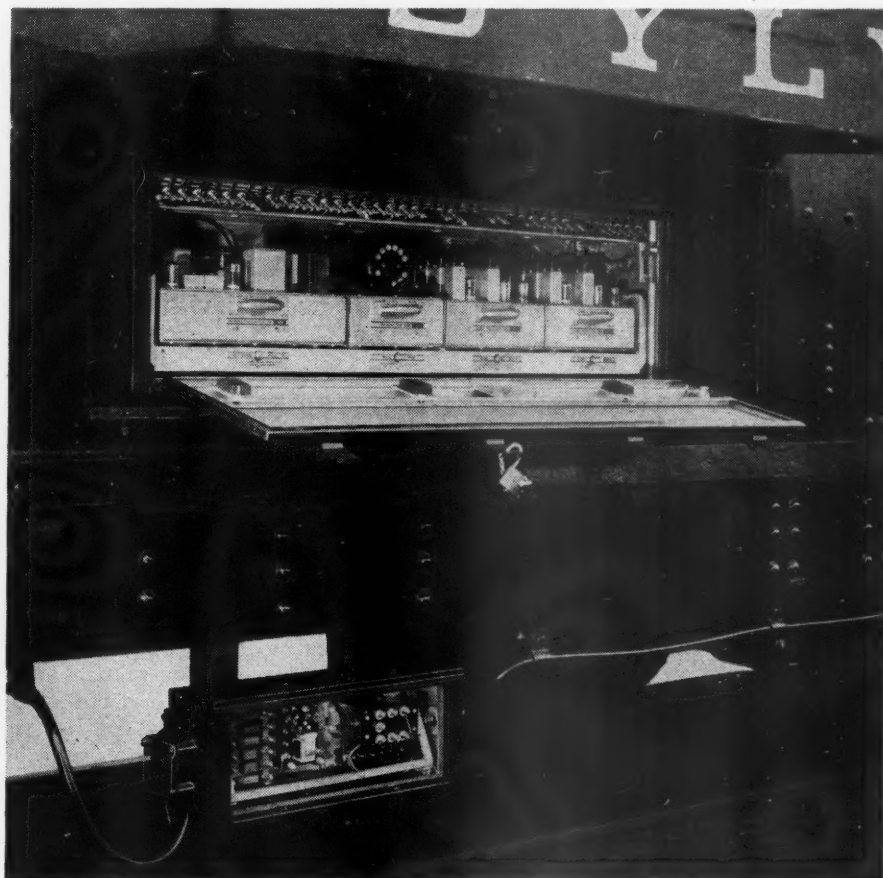
### Details of Apparatus

The electronic apparatus required in this inductive train communication system is assembled in standard units which are the same for use on cabin cars and locomotives and in wayside offices. On steam locomotives, this equipment is located in a special compartment built into the side of the tender, as shown in an illustration. In this view, the unit to the left is the transmitter for both frequencies. Next is the dynamotor unit, and on the right are the two receivers, one for each channel. These units are readily replaced, being provided with plug-in connectors. The five units are mounted on a rack which is supported in special mountings that minimize the effects of vibration and shock.

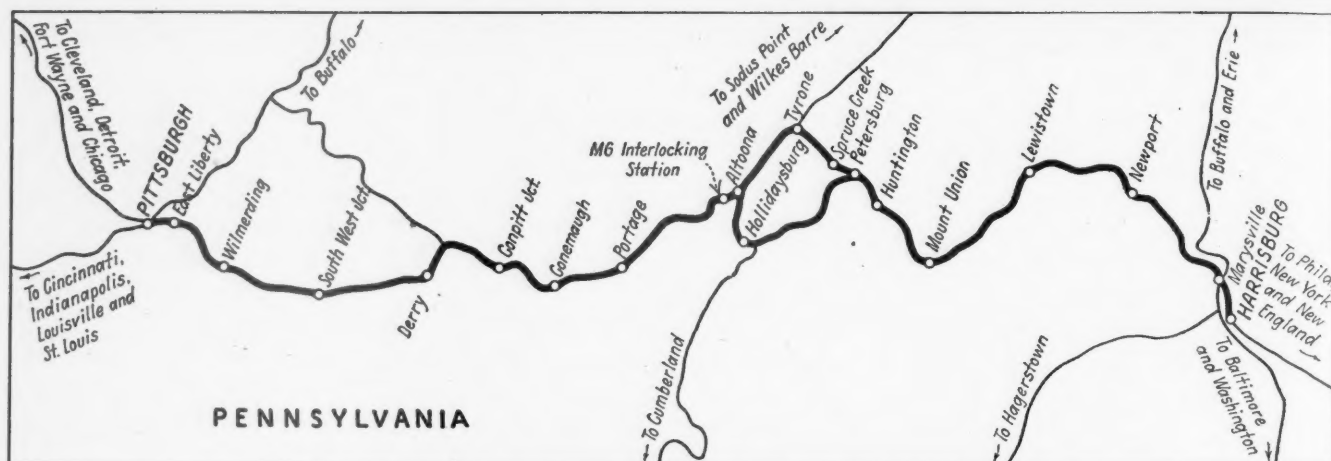
The apparatus as a whole is inclosed in a sheet-metal case with a dust-tight door. The transmitting loop on the roof of the cabin cars and on the deck of the tender of steam locomotives is made of 1 $\frac{1}{16}$ -in. copper covered steel pipe, insulated with rubber tubing  $\frac{1}{4}$  in. thick. The loops are made of this heavy material to meet the hand-rail requirements of the Interstate Commerce Commission. The heavy rubber insulation protects persons from possible electric shock and also protects the equipment and users if a live wire should fall on the loop.

From the ends of the loop on the roof of cabin cars and on the deck of tenders, No. 2/0 insulated flexible copper conductors extend down to connect to journal boxes on the front and rear trucks, thus completing the circuit to include the rails between the trucks in the circuit of the loop.

The receiver coils, one for each of the two channels, are mounted on the roof of the cabin cars and on the deck of tenders. On the Diesel-electric locomotives there is no occasion for men to be on the roofs while en route, and, therefore, no handrail requirements are involved. Accordingly, smaller pipes with insulation are used for the transmission loops. Also, on the Diesels, a receiving antenna of pipe construction



On a steam locomotive the communication equipment is located in a special compartment built into the side of the tender tank



The territory between Harrisburg and Pittsburgh showing the locations of wayside offices equipped for communication with trains

is used instead of receiving coils, one such antenna being used for both channels. This antenna is of the same general appearance as the portion of the transmitting loop on the roof of the locomotive. One difference is that there is a wire connection to only one end of the antenna pipe, the other end being open. As installed on the top of a Diesel-electric locomotive the transmitting loop is along one edge of the roof and the receiving antenna along the other edge. The accompanying illustration of Diesel-electric locomotive 5825 shows this construction.

The train communication apparatus operates from a 32-volt d.c. supply.

The operation of the two-channel communication equipment on a cabin car or locomotive requires 300 watts when standing by or receiving, and 585 watts when transmitting. On the steam locomotives this 32-volt d.c. power is supplied from the turbo-generator. On the Diesel-electric locomotives the main 64 volt d.c. control power drives a 64-32-volt motor generator. On each cabin car a 32-volt axle-driven generator, rated at 1 kw., and a 32-volt storage battery, rated at 225 a.h., were installed to supply power.

The cabin car generator is connected through a regulator to charge the storage battery. At speeds above 18 to

20 m.p.h. the generator carries the load to feed the communication equipment. At lower speeds, or when the car is standing, the feed is from the battery. In each cabin car the battery is in a cabinet beneath one of the long side seats, and it is accessible only through a door opened from the outside of the car. Emergency charging receptacles are provided on each side of the car.

This installation of train communication was made by Pennsylvania forces under the general supervision of W. R. Triem, general superintendent of telegraph, the principal items of communication apparatus being furnished by the Union Switch & Signal Co.

## Thoughts on Human Relations

Fundamentals of selecting and training new men — Let employees know they are individuals, not payroll numbers

By J. D. LOFTIS

Chief of Motive Power and Equipment,  
Atlantic Coast Line

ENGINEERING brains and ingenuity have changed our thinking from the steam locomotive of yesterday to the poppet valve steam locomotive, steam-turbine-electric locomotive, and Diesel-electric locomotive, and they are now engaged in perfecting the gas-turbine-electric locomotive for practical service. From my knowledge of the skill that is latent in the engineering field today, I should not be surprised if the gas-turbine direct-drive, and possibly an atomic energy locomotive were in the early development stages. Certainly, the knowledge and imagination that created the modern ultra-refined coach train of today and the luxurious trains of tomorrow will not be deterred by any

This article is adopted from an address delivered at the annual meeting of the Railway Fuel and Traveling Engineers' Association held at the Hotel Sherman, Chicago, September 15-18.

problem of providing freight and passenger equipment and motive power necessary to provide fast, economical, and efficient rail transportation before future demands are made upon the railroads. More far-thinking railroad managements are looking toward the future and asking their mechanical departments for equipment with which to merchandise transportation rather than awaiting demands by shippers for services. All of this, and more, will be provided by investors in an effort to keep the railroads ahead of demands.

Now let us examine that which welds the fine equipment, locomotives, right-

of-way, rails, spikes, signals, communications, and other highly engineered items into the efficient rail transportation network of today. Millions of dollars can be invested without any chance of success until the human element has been introduced. This railroad structure may be likened to the human body in that, until life is breathed into the body, the best conditioned and proportioned frame is useless. It is, therefore, apparent that, without the human element, this multi-billion dollar structure is useless.

I have attempted to illustrate the technical engineering effort that is expended in developing and maintaining the material structure of railroad transportation. Yet, how much effort is expended toward engineering human relations? I am afraid that too little



importance is given to this feature. Such pioneers as F. K. Mitchell of the New York Central, J. Gogerty of the Union Pacific, W. J. O'Neill of the Western Pacific, and W. H. Sagstetter of the Rio Grande have placed emphasis upon training of mechanics for the shops of these great systems. Others, such as H. J. Schulthess of the Rio Grande, have gone further and instituted educational programs for supervisors, but, to my knowledge, none has devoted full engineering efforts toward the development of educational programs for employees and supervisors alike.

Commercial firms such as General Electric, Westinghouse, Lincoln Electric, Wilson & Co., General Motors, and others far too numerous to list here have developed supervisory and personnel programs to the utmost with the result that no commercial advertising program can equal the good will engendered by the collective supervisory and working groups of these companies. The success of these firms is ample proof of the wise course they have pursued. The Atlantic Coast Line has probably taken the most important step of any recent advances in this direction by establishing stabilized employment in its shops.

How can this human engineering be accomplished? By the combined efforts of all supervisory personnel. Who is the most important factor in this direction? The local direct supervisor. I do not mean by this that it is his responsibility alone, because without the support of his superiors he cannot carry the burden. Assuming, however, the wholehearted cooperation of the chief of motive power, the road foreman has in his hands the applied science of human engineering.

Too much time is being spent by road foremen attempting to correct past faults rather than taking preventive action prior to their occurrence. It is time for us to take stock of our programs, map a concise course, and take definite action to implement the necessary steps. From the standpoint of the road foreman his most important responsibility is to know his men. Errors occurring as the result of aggressive action, when not repetitious, are much more explainable than lack of action on the part of an individual who is fully conversant. It is the duty of the road foreman to single out those men most in need of assistance and concentrate upon them. Very few men actually want to do a poor job. Conversely, most men are capable of doing something well.

Of course, there are those men who, through lack of foresight or careless selection, become round pegs in square holes by selecting for their work an occupation for which they are not equipped. With close supervision this becomes apparent during the first few

months of employment and they should be persuaded to accept another line of endeavor.

### Hiring and Training Rules

There are certain fundamentals which we require our supervisors, including road foremen, to follow:

1—Make certain that the new employee is the right type of individual to take into the ranks.

2—Make certain that the new employee wants to follow railroading as a career and is not just looking for a job.

3—Offer suggestions to the new employee as to how he may better learn his work and the general operation of the railroad.

4—Set up an educational program that will make certain the new employee learns the fundamentals of the job he has undertaken.

5—Follow the new employee closely during the first months of his employment to make certain that he will not become a round peg in a square hole.

6—Point out his strong points as well as his weak points and assist him in overcoming the weak points.

7—Take the new employee into confidence and point out to him the reasons behind each request. Then, when it becomes necessary to ask for special effort or special duty, the new employee has sufficient confidence and respect to put forth his wholehearted cooperation.

8—After the new employee becomes an old employee, do not forget him, but periodically be with him, discuss his problems, the problems of the railroad, and other items of mutual interest. Let him know that he is still an individual and not merely a payroll number.

It is my belief that the proper individual can be trained to do practically any type of work or to accomplish any supervisory task for which he is selected. It does not follow that the only person qualified to instruct in the proper operation of a locomotive is a man who has been hired as a fireman, progressed through the ranks to an engineman, and then has been promoted to the position of road foreman. I shall concede that the "proper individual" with this background is better qualified to begin work as a road foreman than a like individual without this background. Within a short period of time, however, this distinction should disappear.

It is my belief that when a man becomes a road foreman he has not reached the limit of his advancement. On the Atlantic Coast Line we have former road foremen as Diesel shop foremen, trainmasters, and assistant chiefs of motive power. On the other hand, we have a former electrical supervisor as assistant road foreman. Properly selected men in this capacity should have equal chance for advancement with those men from the ranks of supervisors in the shops. Here, I should again like to stress the importance of the individual.

In meeting present-day requirements of speed and service, the simple problem of transporting people or material from one point to another has become com-

plex. How well each of these functions is performed is the criterion of success. As an example, I should like to cite a roadway department with the best prepared track structure, with a dispatcher who has set up the best possible operation, a conductor who has been the most courteous and helpful individual in his contacts with the traveling public, and equipment perfect in all respects—yet an engine crew fails to find a blown fuse in a control circuit and causes a delay of several hours. The passenger judges the entire performance of all railroads by this one failure.

This is also true with respect to freight shipments. A freight agent, in accepting a shipment, has performed his duties well and efficiently. A delivering agent has been most helpful in the delivery of the freight and in filing a claim. Yet, one moment of carelessness on the part of one yard crew has destroyed all the past good will built up with the shipper and receiver by mishandling the car and destroying the shipment.

It is time that all employees and supervisors alike take stock of our individual efforts and the effect they are having upon the operations as a whole and ask himself this question, "Am I doing my part in contributing my full effort to the whole operation?" I should like to leave some thoughts for the future promotion of human engineering, not only with respect to assembled road foremen, but to all employees and all supervisors. New employees must be carefully selected, properly trained, and effectively educated. Proper educational follow-up with all employees and supervisors must be continuous. Mutual cooperation for supervisors and employees alike should be created to the end that each will contribute his share to the prosperity and efficiency of an industry in which we are all so closely allied.



Allegheny Ludlum Steel Corporation's three-dimensional display at Grand Central Terminal, New York, and Washington, Detroit and St. Louis stations

# How to Avoid Public Ownership Told by Two Railroad Heads

**T**WO railroad presidents, W. G. Vollmer of the Texas & Pacific and Donald V. Fraser of the Missouri-Kansas-Texas, last week warned that the threat to the railroads of public ownership is no mere academic question, in addresses made at separate meetings of two shippers advisory boards. Industrial nationalization is America's threat, said Mr. Vollmer in a talk to the Southeast Shippers Advisory Board in Atlanta, Ga., September 18. "For more than 100 years a working partnership has existed between the railroads and industry of the nation. . . . Both have suffered adversity and enjoyed prosperity side by side. Indeed, they represent a firm cornerstone of our national economy," he said.

"Because of this long and close relationship, I believe you will be interested in examining with me a situation mutually grave to the future existence of railroading and industry. . . . It is the threat of public ownership. I consider this a definite long-range probability, not an immediate one. And in the instance of the railroads, one of public ownership's chief encouragements is that under present restrictions they are experiencing great difficulty in making both ends meet. To do it, they must be permitted to earn a rate of return that will attract private capital in volume.

"Even though the actual nationalization of railroads is in the distance, symptoms like their sub-par earning capacity are already here and must be fought. . . . It is true that major economic change comes slowly, sometimes imperceptibly, and thus does not attract public attention until a crisis is reached. But then it is usually too late for corrective action. The damage has been done. And therein lies the danger of this—the gradual drift toward public ownership of basic industries."

Discussing nationalized railroads of other nations, Mr. Vollmer continued: "In the country south of us, there are approximately 8,000 mi. of railroads government operated. To run them requires 56,000 employees—a ratio six times greater, for instance, than the 9,500 persons needed to operate by private management the Texas & Pacific. . . . Better than anything else this example illustrates the political plaything railroads become wherever government operated. And you can imagine what kind of service you as a shipper would get if that ever happens in our country.

"Now suppose we take a look at the 55,000 mi. of nationalized railroads in

Soviet Russia. To operate this 55,000 mi. Russian system approximately 1,500,000 employees are required, which compares with an estimated 1,350,000 employees needed to operate the 237,000 mi. of railroad in the United States. Their equipment compares with the old wooden cars which were discarded by the American railroads over a quarter-century ago. A trip on a Russian train is an ordeal, not a pleasure. And on Soviet railroads, passengers are frowned upon traveling a distance comparable, for example, to that from San Antonio, Tex., to El Paso. To make sure no one travels too far, passenger fares are set relatively higher for longer distances than for short ones."

## Competition Barred

Speaking of the effect on the British shipping and traveling public which will follow the nationalization of transportation in that country, on January 1, 1948, Mr. Vollmer stated: "Under the British Transport Law, the right of the shipper to select the kind of transportation best suited to his needs is drastically curtailed, if not wiped out entirely. A wholesaler, for example, cannot operate his own truck in competition with the state-operated trucks. He will be forbidden to drive his truck more than 40 mi. from its base of operation. . . .

"This industrial socialism is no ordinary enemy to be treated in an ordinary way. It requires planned, effective antidotes applied in liberal doses by interested organizations such as yours and the railroad industry. One of those effective antidotes is a strong railroad public relations program."

Outlining a program for combating the nationalization of U. S. industry, Mr. Vollmer urged the shippers, among other things, to "go on record by resolution, or some other suitable instrument, opposing any organization or legislation which encourages public ownership and operation . . . and by a program of speeches and written material, acquaint everyone within your hearing and reach of the evils inherent in the nationalization of basic industry."

Excerpts from the address by Mr. Fraser, entitled "A Solvent Railroad Industry—the Bulwark of Democracy," before a joint meeting of the Trans-Missouri-Kansas Shippers Board and the St. Louis Traffic Club, at St. Louis, Mo., on September 17, follow:

"If America is to show the world that all can prosper under the free enterprise system, then our railroad in-

dustry must be permitted to operate as a solvent, healthy organism. It must no longer be allowed to suffer from the wasting diseases of too-low rates and over-regulation. Then, and only then, will our railroad industry serve as an example of successful free enterprise under democratic government in a world that in despair is fast turning to 'managed economies' and pure dictatorships. America must, as a matter of self-preservation, support its railroads. . . .

"With freight traffic running even heavier in 1947 than 1946, the net earnings for the 12 months ended June 30, 1947, were at the average annual rate of only 3.69 per cent, which is not greatly in excess of the return which can be had from government bonds—the world's most nearly riskless security. Compare this return with that enjoyed by most other industries. It is amazing, when you consider that the average return for other public utilities is consistently over eight per cent; for manufacturing generally it is over 12 per cent, and returns on investment go up to as much as 40 per cent. . . .

"With these facts understood by the American public, and very well known to Congress and the Interstate Commerce Commission, surely one can be optimistic enough to believe that action to correct the ills that plague the railroad industry cannot be long delayed. But the incentive to action must come from leading business men . . . the best, most mature thought in the transportation world."

Addressing the business men in his audience, Mr. Fraser then said: "You must let Congress, the I.C.C.—all who have a voice in railroad legislation—know that you are determinedly in favor of soundly financed, soundly operated, comfortably solvent railroads. You must indicate in no uncertain terms that you want the railroads taken out of their chronic state of near-bankruptcy, as a vital requirement of our national and even international safety.

"If you don't do this, then, instead of America having a solvent railroad industry as a sturdy bulwark against communism, socialism, and all the other 'isms' of a sick world, it may one day awake to the terrible discovery that it has been leaning on a broken reed, that nationalization of the railroads is the cry; that communal ownership of our very souls is the dreadful prospect; that our last state will be indefinitely worse than the first."

Summarizing what he considered necessary to keep the railroads in private hands, Mr. Fraser declared: "Adequate earnings must be assured. Harrassment of the railroads by government and labor must cease. Subsidization of competing transportation agencies should be eliminated, and all transportation placed on a fair competitive basis."



# *Timely Matters Hold Roadmasters' Attention at Annual Meeting*

**Convention at Chicago, the second to be held concurrently with that of Bridge and Building men, is notable for the interesting reports and addresses, and a record products exhibit**

**T**HE role of the roadmaster and other maintenance of way supervisory officers in helping the railroads to weather the many problems facing them today was brought out more clearly than ever during the convention of the Roadmasters' and Maintenance of Way Association in Chicago September 16 to 18. In fact this thought cropped up so frequently in various addresses presented during the meeting, and even in some of the technical committee reports, that it might be said to constitute a theme or keynote that dominated all the sessions.

By every standard of measurement—the number present, the quality of the addresses and committee reports, and the interest manifested by those in attendance—the meeting was one of the most successful ever held by this association. It was also outstanding because for the second consecutive year the convention was held concurrently at

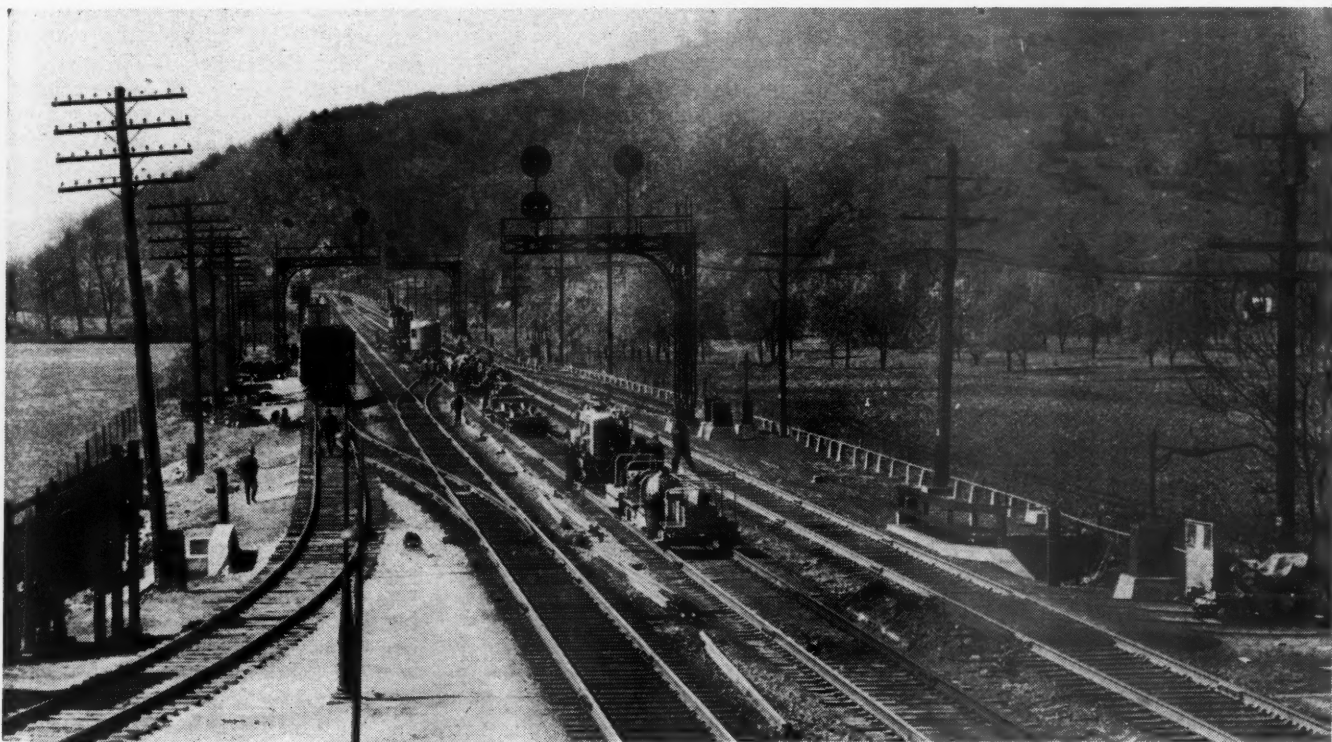
the Stevens Hotel with the annual meeting of the American Railway Bridge and Building Association. While the two groups held their regular sessions in separate rooms, they were brought together on several occasions, including the opening session, to participate in programs of mutual interest. A measure of the success of the two meetings is given by the fact that they were attended by a total of 765 members and guests, as compared with 693 last year.

This article contains an account of the activities of the Roadmasters' meeting and of the proceedings during the joint sessions. An article to be published in next week's issue will contain a similar account of the activities of the Bridge and Building group.

On Tuesday morning, September 16, the two conventions were convened in a common session which was presided over jointly by E. J. Brown, engineer of track, Burlington Lines, and presi-

dent of the Roadmasters' Association, and F. G. Campbell, chief engineer, Elgin, Joliet & Eastern, and president of the Bridge and Building Association. A joint session held on Wednesday afternoon was also presided over jointly by Messrs. Brown and Campbell. The activities of all of the Roadmasters' sessions were directed by Mr. Brown, assisted by A. B. Chaney, assistant engineer maintenance of way, Missouri Pacific, and first vice-president of the Roadmasters' Association.

The first part of the joint opening session was devoted to words of greeting from the American Railway Engineering Association, by Armstrong Chinn, president of the Terminal Railroad Association of St. Louis, and president of the A.R.E.A.; from the Track Supply Association by H. M. McFarlane, president of that association; and from the Bridge and Building Supply Men's Association by W. L. McDaniel, president of that



**A highly-mechanized rail-laying gang on the Norfolk & Western**

group. Lewis Thomas, secretary of the Track Supply Association and director of exhibits for the two supply groups in arranging a joint exhibition of manufacturers' products in the exhibit hall of the hotel coincident with the conventions, described the scope of the exhibition and invited those present to attend it. With 96 manufacturers participating, this exhibit was substantially larger than last year when 90 companies took part. A complete list of the exhibitors, with the names of representatives present and the products displayed, appears in the news pages of this issue.

The closing feature of the joint opening session was an address by J. H. Aydelott, vice-president, Operations and Maintenance department, Association of American Railroads.

### The President Reports

The opening session of the Roadmasters' meeting was prefaced by a statement by President Brown, which he emphasized was in the nature of a report rather than an address. He stated that, as the result of an aggressive membership campaign conducted during the year, more than 300 new members had been accepted into the association, "perhaps the largest number ever recruited by any membership committee since the time the association started." He also spoke of the place of the association in furthering improvements that "will help the industry which we represent keep pace with the competition offered by other means of transportation," stating that it is the responsibility of present members of the association to maintain the high standards established by their predecessors. He also dwelt on the value of membership in the association and adjured the members to volunteer for work on the technical committees.

Following Mr. Brown's opening remarks the group plunged immediately into the work at hand, which consisted principally of the presentation and consideration of six technical committee reports and three addresses. The subjects of the committee reports were as follows: The Roadmaster's Responsibility in Controlling Maintenance of Way Costs; Methods of Increasing the Production of Extra Gangs; Advance Preparation of Track for Rail Renewals; Safety in Operation of Motor Cars and Work Equipment; Development and Training of Foremen; and Installation and Maintenance of High-Speed Turnouts. Addresses on technical subjects were delivered by S. R. Hursh, assistant chief engineer, maintenance, Pennsylvania, who spoke on the Need for Increased Efficiency and Economy in Maintenance of Way Operations; by C. A. Rishell, director of research, National Lumber Manufacturers' Asso-

ciation, whose subject was Research to Reduce Mechanical Wear and End Splitting of Railroad Ties; and by R. B. Peck, research professor of soil mechanics, University of Illinois, who spoke on Roadbed and Embankment Stabilization.

The principal feature of the joint session of the two groups on Wednesday was an address by Ralph Budd, president of the Burlington Lines, on Problems of Railway Managements and How Our Groups Can Help. Afterward two motion pictures were exhibited. One of these, "Suggestions Unlimited," depicted the workings of the Illinois Central's employee suggestion system. The showing of this picture was prefaced by a statement by H. C. Marmaduke, representative, executive department, Illinois Central, who pointed out that, during the eight and one-half years this company's suggestion system has been in effect, a total of about 230,000 suggestions have been made by employees, of which approximately 39,000 have been adopted. Cash awards to employees for these suggestions have amounted to a total of \$476,000. He went on to tell how the system is administered and to describe the means used to maintain interest in it at a high pitch.

The other moving picture presented through the courtesy of the Southern Pacific during the joint session on Wednesday was entitled "Maintenance of Way Mishaps." In introducing this picture, S. L. Chapin, safety supervisor, Southern Pacific, said that the script was based on six serious accidents that had occurred in the maintenance of way department of his road. He added that it is used to educate employees in safe methods of doing work and is exhibited to all maintenance of way employees periodically, the period between showings now being about four months.

Still another moving picture on safety in maintenance of way work, entitled "Use Your Head," was presented through the courtesy of the Denver & Rio Grande Western. It was composed largely of realistic scenes showing various types of accidents that occur in maintenance work, many of these being followed by others depicting the safe way of performing the operations.

### Special Activities

The conventions were highlighted by a number of special events. One of these was the election of three new honorary members—Mr. Chinn, T. F. Donahoe, retired roadmaster, Baltimore & Ohio, Pittsburgh, Pa., and Frank R. Layng, vice-president and chief engineer, Bessemer & Lake Erie. Another was a banquet on Wednesday evening which was tendered to members of the two associations and their families by the Track Supply Association and the

Bridge & Building Supply Men's Association. A total of 984 persons attended this event. Still another special activity was an inspection trip on Thursday afternoon, attended by about 180 members of both groups, to the Carnegie-Illinois steel plant of the United States Steel Corporation at Gary, Ind.

### New Officers

In the election of officers at the final session on Thursday, Mr. Chaney was advanced from first vice-president to president; R. L. Fox, division engineer, Southern, Alexandria, Va., was advanced from second vice-president to first vice-president; Neal D. Howard, western editor, *Railway Age*, Chicago, was elected second vice-president; and E. E. Crowley, roadmaster, Delaware & Hudson, Albany, N. Y., was re-elected treasurer. The directors elected were Mr. Campbell and G. L. Morrison, assistant engineer maintenance of way and structures, Southern Pacific, San Francisco, Cal.

Six subjects were chosen for investigation by committees during the ensuing year, as follows: Modern Methods of Controlling Vegetation and Woody Plants; Functions and Responsibilities of Section Gangs; Keeping Power and Spring Switches in Operation During Winter Storms; Educating Track Employees in the Cost of Materials, Tools and Equipment; Use of Work Equipment at Derailments and in Coping with Other Emergencies; and Reducing Rail Joint Maintenance.

Again next year both the Roadmasters' and the Bridge and Building Associations will hold their conventions concurrently at Chicago, the tentative date being September 21-23.

Abstracts follow of all of the committee reports and principal addresses presented during the Roadmasters' sessions, except that by Mr. Rishell, and of the addresses presented by Mr. Aydelott and Mr. Budd during the joint sessions. Mr. Rishell's address will be published in full in a subsequent issue.

### Sees Need for More Mechanization

In his address at the joint opening session Mr. Aydelott spoke of the problems confronting the railroads and of the part that maintenance officers must play in coping with them. Referring to the present predicament in which the railroads find themselves because of rising costs, he said "it is fortunate for our country and for those of us who are connected with the railroad industry that our great system of railroads was built and perfected some years ago," explaining that at present-day costs of both labor and material "even the most



courageous of investors would scarcely undertake the risk that would be involved in financing the construction of a railroad plant."

Mr. Aydelott emphasized the magnitude of the 15½-cent-an-hour increase recently awarded maintenance of way employees, saying that it represents the hourly rate of pay of this group when he was in construction service 30 years ago. "Moreover," he said, "every article that is purchased for maintenance and construction purposes has had a price increase of 50 to 80 per cent and some items have increased in price even more." He added that the outcome of the railroads' present case for higher rates will contain the "answer to the question of whether our American railroads will remain solvent or whether, like the railroads of all foreign countries, they will pass into the hands of the government."

Mr. Aydelott regards mechanization in the maintenance of way department as "your only salvation if our plant is to be maintained to the necessary high standard on reasonable budgets." If the present pace toward mechanization is continued he is of the opinion that the result will be still greater productivity by a smaller force, "although we will have to find ways and means to eliminate those delays which reduce the productive time."

Turning to a consideration of the safety problem, Mr. Aydelott said that the solution is "an undertaking which will require a strong cooperative effort, not only to make our maintenance employees conscious of their own responsibility but, in addition, to find some way of giving them greater security against accidents, particularly when on movements to and from work, and in the operation of machines that make considerable noise."

### **Budd Tells What's Right with Railways**

Noting that it seems to be more popular to criticize the railroads for their shortcomings than to give them credit for their accomplishments, Mr. Budd, in his address before the joint session on Wednesday afternoon, stated that he would "like to speak a little about what is right with the railroads." One of the things that Mr. Budd feels is right with the railroads is that their "tracks and fixed properties generally are maintained at a much higher standard than ever before." In making this statement he was referring to the capacity for handling large trains safely at high speeds, being "aware that not enough tons of steel rail have been laid in the tracks in recent years to offset the wear and tear of heavy traffic."

Another thing that is right with the



**The roadmaster must have a complete and detailed knowledge of the territory assigned to his supervision**

railroads, in Mr. Budd's opinion, is the present capitalization of the railroad systems of the country as a whole. While it has been popular to say that the railroads' trouble is that they are over-capitalized, he said that this has probably never been the case. As proof of this statement only one figure need be cited, he asserted, this being the total interest on all funded debt of the railroads in the United States, which now amounts to about \$400 million a year. The most recent increase in wages for railway employees, he pointed out, amounts to more than all of the yearly interest on the funded debt of all the railroads of the country—and this increase followed a similar wage increase of even larger proportions a year ago.

Mr. Budd does not think that the general welfare is well served when anyone exaggerates the effect of the railroads being unable to meet, 100 per cent, the immediate requirements of any extraordinary demand for cars. The same inability to fill orders 100 per cent in every other industry is accepted as a matter of course, he said. "We wait for delivery of a new automobile without thinking the automobile factories have broken down."

Mr. Budd also touched on the improvements that have been made in the railroad plant, making it possible for them to handle 64 per cent more ton-miles of freight during World War II than they handled in 1929, even though the number of cars and locomotives at their disposal was substantially less. He spoke, furthermore, of the urgent need for the Interstate Commerce Commission to act promptly and favorably on the pending application for an emergency increase of 10 per cent in freight rates.

### **Key to Economy Outlined by Hursh**

The problems confronting maintenance of way departments due to increased costs of labor and materials, along with heavier and faster trains and the demands of the public for smoother and safer rides, were described by Mr. Hursh in his paper: "The Need for Increased Efficiency and Economy in Maintenance of Way Operations." In view of these difficulties, to do the job better than ever before at no increase in total costs per million gross ton-miles appears to many, he said, to be a "hopeless task." The answer, he said, lies in "more study, more research, more intense thought to save more dollars by finding more efficient ways of doing our work."

Mr. Hursh then advocated that each division engineer, roadmaster or supervisor take personal inventory of himself and his attitude towards his work with the idea of determining whether a sufficient amount of constructive thinking and planning is being done.

The next phase of the problem, he said, is to be sure that the proper tools and labor saving equipment are placed in the hands of the men doing the work.

The remaining portion of Mr. Hursh's address was devoted to an analysis of the things that are involved in answering the question as to why it costs more to maintain a particular stretch of track than another stretch on the same division. Sifted down to essentials, his program for answering such a question calls for a complete analysis of the subgrade, the type of ballast in relation to the traffic carried, the size and number of ties used, the proper size

of tie plates, the size and weight of the rail, the kind of joint bars used, and the manner in which the track is being maintained. Each of these phases of the program was taken up and discussed in detail, along with other aspects of the situation.

In conclusion, Mr. Hursh expressed the hope that "we may all leave this convention with the firm resolve that it is our individual problem, and that we will study our own subdivisions and divisions to the end that each may contribute his due share towards increased efficiency and economy."

### **Analyzes Causes of Unstable Slopes**

There is no such thing as a stable slope, said Professor Peck in his address on Roadbed and Embankment Stabilization. Under the forces that are continually acting on them, all slopes are constantly being flattened, he said, including those composed of rock as well as softer material. The forces that cause slopes to flatten, he said, include not only those of a "spectacular" nature, such as wave action and erosion, but also the action of gravity and of water acting internally.

Professor Peck then proceeded to describe the various disintegrating actions that take place in different materials and formations, using slides for illustrative purposes. The disintegration of rock, he said, takes place through different types of action, including chemical processes, the dissolving of the material, and expansion, the latter causing opening of cracks and acceleration of the disintegrating process. Even the hardest rocks are broken down in this manner. Slopes made of stiff clay are vulnerable, he said, even though they may have had a long history of stability before trouble develops. Difficulty in such slopes usually starts with the formation of small cracks which permit water to enter, causing the clay to soften and swell. Because only a small amount of water is required to cause serious trouble in clay slopes, drainage is not always effective in such instances, he said.

Regarding slides in embankments, Professor Peck said that such phenomena are primarily due to forces that tend to cause embankments to spread at their bases. This action is accentuated, he said, where horizontal seams of sand are present in the ground on which the fill is supported. Where water is present in the seams the pressure built up by the weight of the fill overhead may cause the natural ground to heave beyond the toe of the embankment.

Discussing the different situations that cause "soft" track, Professor Peck

said that these are so varied that it is not surprising that no single cure will suffice for all locations. Before adequate corrective measures can be applied the conditions present at each location must be thoroughly understood. For this reason, he said, science can help in solving the problem only to the extent of determining the basic causes of instability of supporting materials, leaving it to the men in the field to apply the principles thus learned according to the conditions encountered.

### **COMMITTEE REPORTS**

The six reports presented before the Roadmasters' sessions by technical committees were devoted to a wide range of problems facing the maintenance forces today. Abstracts of these reports follow.

#### **Getting More from Extra Gangs**

The Committee on Methods of Increasing the Production of Extra Gangs, of which R. G. Simmons, general track inspector, Chicago, Milwaukee, St. Paul & Pacific, Chicago, was chairman, prefaced its report by emphasizing the paramount importance of extra-gang production in view of today's higher wages and material costs. Consequently, it said, the improvement of extra-gang performance should be given careful consideration, and every phase of the work, such as programming, size of gangs, materials, supervision, and housing, should be scrutinized down to the smallest detail.

Important factors to be considered in planning extra-gang work, said the committee, include the provision of small gangs to distribute material ahead of, and pick up scrap material behind, the main gang, or to perform other work in preparation for the larger group.

The report then discussed suitable sizes of extra gangs for various types of maintenance work and stated that the production of such gangs can be increased if they are equipped with the proper mechanical equipment. Pointing out the prime importance of leadership to good extra-gang organization, the committee recommended that extreme care be used in choosing general foremen, foremen, and assistant foremen.

Continuing, it said that even though great care has been observed in organizing, equipping and preparing for an extra gang, its production will be low if traffic is allowed to interfere greatly with the work. Accordingly, it called for close cooperation with the operating department to keep such interference to the minimum. In this connection, it said that full utilization should be made

of sidings, and that where possible in multiple-track territory trains should be detoured around track gangs.

Finally, the committee emphasized that the housing and feeding of extra gangs require careful forethought and planning. If these matters are handled properly, resulting in high standards of food, cleanliness and comfort, the committee expressed the opinion that morale among the employees will be better, and that the organization will be more stable, with increased production of the gang as the result.

#### **High-Speed Turnouts**

In the provision of the safe, fast, comfortable and dependable transportation service demanded by the public, turnouts are an important factor and, in consequence, they must be installed with the least interruption to traffic, must be of the proper design and construction to permit the highest possible safe speeds, and must be maintained to a high standard. These were fundamental principles brought out in the report of the Committee on the Installation and Maintenance of High-Speed Turnouts, of which R. E. Meyer, roadmaster, Chicago & North Western, Chadron, Neb., was chairman.

Discussing the details of the installation of high-speed turnouts, this report gave particular attention to preparatory work, such as the provision of adequate drainage, the surfacing of the track at the point of installation, and a careful check to see that all parts called for in the standard plan, of the proper type and size, are on hand. The report then listed in detail the various steps to be followed in the actual construction of the turnout, a feature that will make the report of great value to young men just entering railway maintenance work.

Following the installation of the turnout, said the committee, it must be well maintained, particularly if it is electrically or mechanically operated, in order to perform its functions properly. Periodic inspection is part of such maintenance, and a brief list of items to be checked at the time of each inspection was included as part of the report.

#### **Controlling Costs**

A successful roadmaster must be aware of his company's current position with respect to operating revenues and expenditures and must possess some knowledge of the various factors that are responsible for changes in the operating ratio, according to the committee which reported on the Roadmaster's Responsibility in Controlling Maintenance of Way Costs. J. E. Gault, assist-



ant chief engineer, Chicago, Indianapolis & Louisville, LaFayette, Ind., was chairman of this committee. With such knowledge, it said, the roadmaster can plan and execute his annual work program to the end that a track structure fully capable of meeting the demands of modern railroad transportation may be produced at minimum expense.

The roadmaster, said the committee, must be familiar with the Interstate Commerce Commission's system of accounts, and must cooperate closely with the accounting department to the end that an accurate criterion for gaging the proficiency of his subordinates and working forces will be available. It pointed out that further control of costs may be attained through close personal supervision of the distribution and handling of materials, tools and supplies, and by seeking to instill a recognition of the value of such materials in the track forces.

Other savings, it said, can be realized by establishing fixed inventories, by making regular collections of salvage and scrap material, and by the careful planning of work-train operations.

The committee held that the morale of the working forces is of great importance, that the roadmaster should lose no opportunity to acquire intimate knowledge of the capabilities of his men, and that he must do his utmost to encourage and afford better training for new employees.

The committee concluded its report by pointing out that the successful roadmaster is always ready and eager to broaden his knowledge and improve his efficiency by taking advantage of available technical literature and memberships in the various professional clubs and associations, which promote effective interchange of ideas and information.

### Training Foremen

At the outset, the Committee on Development and Training of Track Foremen, with Charles Weiss, supervisor of track, Pennsylvania, Valparaiso, Ind., as chairman, pointed out that the huge expenditures made annually in keeping up the railway plant demand far greater efficiency than now attained, and suggested that a major step in achieving this end is the training and development of promising young maintenance employees into highly-competent track foremen. Some of the qualifications necessary in a good track foreman were listed, with the comment that these qualifications must be present in those selected for training as foremen. Several methods for furthering the education of these men, through correspond-

ence courses, university extension courses, or "railroad schools" were suggested, these to be in addition to training in the specific duties of a foreman.

Another important factor in training a foreman, according to the committee, is the development of his sense of loyalty to his employer and pride in his work. As one means of developing such pride and loyalty, the committee suggests that, at the end of a course of study at a railroad-conducted school, the graduates might be taken on a tour of the system or a large part of the system. The itinerary of such a trip, it said, might include a large passenger terminal, a busy classification yard, shops, a storehouse, traffic and accounting offices, a tracing bureau, and perhaps the general offices, where a high executive of the company could present the certificates of graduation.

The committee asserted that the need for the proper development and training of good foremen is urgent, and said that a program incorporating these steps should be given immediate consideration, and should be undertaken sympathetically and vigorously to bring the best results.

### Preparations for Laying New Rail

"Because of the heavy out-of-pocket expense per mile for rail renewals, anything which can be done reasonably to increase the life of the new rail will produce important savings in the long run. Any increase in rail life will also be reflected in the longer life of the ties and fastenings." These are fundamental statements in the report of the

Committee on Advance Preparation of Track for Rail Renewals, of which R. W. Putman, assistant engineer maintenance of way and structures, Southern Pacific, San Francisco, Cal., was chairman.

The committee laid down a program to be followed in territory where new rail is to be laid. Such a program, it said, should include bank restoration and drainage improvement, where work of this type is necessary, and close attention to surfacing, ballasting, lining, and tie renewals. Where reballasting is necessary, or where a thorough rehabilitation of the track is to be made, the report recommends that the ballasting and other work, including the renewal and respacing of ties, should be carried out well in advance of the rail-laying operation. It also recommends that shovel or fork tamping be done in time to permit the ballast section to compact, so that the new rail may be given a final surface with power tamping equipment. In such work, said the committee, curves and tangents should be checked for alinement, being staked by engineers where necessary, and heavy raises should likewise be made to engineer's stakes.

Grade crossings should be prepared in advance, according to the committee, so that the work required after the new rail is laid will be limited to the final surfacing and the replacement of such crossing planks and paving as may be necessary. Also, it said, any changes in the locations of insulated joints should be prepared for in advance. Other savings in labor costs, it was asserted, can be accomplished by careful distribution of the new rail and track material in order to avoid delays at the time of laying.



Advance preparation of the track for rail renewals was one of the subjects stressed at the meeting

Finally, the committee listed a number of last-minute details, such as the distribution of grease packing for joints, the cleaning of cribs to avoid interference with adzing machines, and the checking of equipment and tools to see that all are in good working order—all of which, it said, may prevent costly delays when the new rail is laid, if attended to earlier.

### **Safe Operation of Track Motor Cars**

Safe operation of track motor cars and work equipment can only be attained when all concerned, from those officers who have the authority to purchase the cars and equipment, down to and including those who ride upon and operate them, are thoroughly interested in and impressed with the need for safety, according to the Committee on Safety in Operation of Motor Cars and Work Equipment, of which J. E. Griffith, assistant chief engineer, maintenance of way and structures, Southern, Knoxville, Tenn., was chairman.

The committee stressed the importance of the enforcement of whatever rules are laid down on the individual roads with regard to the use of the track by motor cars. Other details which it said must be supervised closely are the daily inspection of motor cars and trailers, the use of prescribed couplers and coupling pins, proper loading of men and tools, and operation of cars at safe speeds, particularly at grade crossings.

The importance of daily inspections of work equipment, keeping in mind the fact that each type of machine presents a different problem, as does the location in which the machine is worked, was also stressed by the committee. It said that the load limits of cranes should be known and observed, and that all hitches should be made with regard for proper balance, and for obtaining a secure fastening, with the hands and feet kept out of the danger zone when the lift is started.

Off-track equipment should be inspected daily and defects should be corrected, said the committee, adding that it should be kept in mind that such equipment must remain clear of the track at all times unless properly protected by flagmen. The committee recommended that this requirement be followed even with regard to such equipment as tie-tamping outfits, bolt-tightening machines and similar units, observing that it is better to use a man from a gang as a watchman to safeguard the work, than to operate unsafely, possibly cause an accident, and lose man-hours in investigations and in making reports as to why the safe way was not observed.

# **Crosstie Requirements for Next Year**

**By C. MILES BURPEE**

*Vice-President, Simmons-Boardman  
Publishing Corporation*

**D**URING 1948, the Class I railroads of the United States will use approximately 42,000,000 new wooden crossties, or 4,556,000 more for renewal purposes than actually were inserted in tracks during 1946, according to estimates compiled within the last few days and based upon *present railway plans* and information furnished, from all regions of the country, by roads that regularly buy more than 75 per cent of the annual production of crossties. **R**enewal programs this year are running slightly ahead of last year and if they continue at present rates the total will probably reach 38,550,000 by the end of the year. According to present plans, next year's programs for the entire country should exceed 1947 installations by at least 8 per cent.

With the single exception of 1933, crosstie renewals in 1946 reached an all-time low in so far as records are available. It is likely that this year's installations will mark a turning point denoting an upward trend. The reductions of the last two years have been influenced by several factors, including: Shortages of new steel rails and fastenings, lack of track laborers, and enforced retrenchment because of increased labor costs without compensating increases in freight rates. Moreover, the sharp increase in unit costs of crossties, particularly since 1939, has focused closer attention on program totals. In many instances substantial reductions are being effected because the total number of treated ties now in track has reached such proportions that such roads are entering a relatively low part of the renewal cycle.

### **New England Renewals Up**

An examination of reports from each of the eight railway regions reveals many interesting details. In the New England region, where only 882,000 crossties were renewed in 1946, it is estimated that this year's installations will exceed that figure by at least 15 per cent. The 1948 programs call for

30 per cent more ties than last year's low. Inventories are generally satisfactory and one railway officer, in replying to our questionnaire, added the comment that although local tie production is progressing favorably, they are considerably troubled with the average cost of treated ties (ready for shipment) which is double that of 1940.

Reported installations in the Great Lakes region indicate the sharpest proportionate reduction in annual renewals for any of the three regions currently reporting less installations than 1946, with 19 per cent less than for last year. However, present plans call for 27 per cent more ties to be installed in 1948, and it is estimated that the total for that region will reach 4,554,000.

Crosstie renewals in the Central Eastern region this year probably will run about five per cent ahead of 1946, and it is estimated that next year's replacements will reach 5,358,000 or 12 per cent more than in 1947. Although artificial seasoning methods were introduced in that area during the war as a means of keeping production abreast of requirements, there has been an appreciable improvement in the inventories of all roads reporting. Generally, smaller sizes are more plentiful than main-line ties, and one purchasing agent, in reviewing today's situation, declared that although no marked changes are in prospect in their purchasing policies, nevertheless efforts will be made to procure preferred species that are not only more suitable for preservative treatment but also last longer in track.

Recent on-line production of crossties in the Pocahontas region has, in several instances, actually exceeded requirements. Although renewals in 1946 surpassed those of 1945 in that region, at the present rate of installations it is anticipated that the 1947 total will top last year's by 25 per cent and that a further slight increase next year will place renewals at approximately 1,274,000—up 30 per cent over 1946 figures.

Not only is the Southern region one of the largest using territories for crossties, but it now also presents widely varying production conditions. This year's renewals probably will amount to

This article is based on an address at the convention of the Railway Tie Association at Hot Springs, Ark., September 23.



about 5 per cent less than those of 1946, and an additional reduction of 6 per cent may be expected in 1948 when it is estimated that replacements will amount to approximately 8,457,000. One of the roads reported that, because of a heavy rehabilitation program, its 1946 renewals were the highest in several years and that considerable difficulty was experienced in procuring enough ties for 1947 replacements and to maintain inventories.

Another road in that region described production as "tight." On the other hand, a purchasing officer, also from that region, declared that tie production along his line continues heavy despite two substantial price reductions since the removal of O.P.A. controls. Another road has stepped out of the market temporarily because all 1947 and 1948 requirements have been procured. Its representative declared that when re-entering the market it expects to do so on a strictly competitive basis, with the avowed object of attempting to eliminate some of the undesirable practices established by the O.P.A. In much the same vein, another Southern region purchasing officer said that, as rapidly as market conditions permit, undesirable sizes and species will be eliminated by the enforcement of more rigid specifications.

### Reductions in the South

One road in the Southern region reported that its tie renewals in 1947 showed a small reduction as compared to 1946, as did one of the larger roads in the Central Western Region. The increased proportion of treated ties in track and the reduction of wear due to the use of larger rails and tie plates were given as the reasons for these reductions. Renewals in 1948 will show some additional reductions, for the same reasons, on this Southern line, but the Central Western road will renew more ties in 1948 than it will in 1947, although it will still be far below its former average of nearly 2,000,000 ties yearly.

Two roads in the Northwestern region have reduced 1947 renewals to compensate for wage boosts. It is expected, however, that 1947 renewals will be 15 per cent greater than in 1946 and an increase of 14 per cent is planned for next year to bring the total requirement for that region to 7,854,000 ties. If additional revenues are available they probably will be reflected in further increases in the 1948 program.

The Central Western region, where renewals in 1946 led the country-wide decline from 1945 with a decrease of 33 per cent, expects a further decrease of 2 per cent from 1946. The roads in this region plan to install 14 per cent

### Estimated Crosstie Renewals for 1947-48 (Based upon reports from 35 railroads in September, 1947)

Railway Regions	1946		1947		1948		Number of Wood Crosstie Renewals per Mile of Maintained Track			
	Actual	Renewals	Estimated	Renewals	Programs	Estimated	1946 Actual	1947 Est.	1948 Est.	5-yr. Aver. Actual
New England	881,640		1,014,000		1,147,000		85	98	110	82
Great Lakes	4,420,940		3,581,000		4,554,000		96	78	99	115
Central Eastern	4,541,048		4,768,000		5,358,000		102	107	120	117
Pocahontas	979,797		1,225,000		1,274,000		91	114	119	89
Southern	9,397,102		8,927,000		8,457,000		186	156	167	186
Northwestern	6,042,479		6,948,000		7,854,000		104	119	134	133
Central Western	6,939,275		6,800,000		7,772,000		93	91	103	126
Southwestern	4,067,663		5,288,000		5,410,000		115	140	143	155
Total U. S.	37,269,944		38,551,000		41,826,000		113	116	126	134

more ties in 1948 for a program of 7,772,000, well below the 10,000,000 ties renewed in that area in 1945.

Another large road in the Central Western region finds that the non-delivery of 12,000 tons of steel rails and lack of sufficient track labor will cut its 1947 tie installations by fully 10 per cent.

A general slow-down in crosstie renewals, charged directly to delay in securing rails and the inadequacy of track forces, resulted in a 20 per cent reduction in the 1946 tie renewals of another large Central Western road. Work this year has been carried on at the same slow pace as last year but with hopes that the 1948 program can be stepped up 30 per cent or more to approach the necessary 2,000,000 mark, although that road's inventory is now about 8 per cent lower than at the same time last year.

The roads reporting from the Southwestern region are in much easier condition. Line crosstie production increased substantially last spring and has continued at a good rate because of a decline in hardwood prices, dry weather that favored lowland logging, and a protracted drought that damaged farm crops but made labor more plentiful for tie producers. Renewal programs are progressing at a rate that indicates an increase of 30 per cent in region totals by the end of this year, and plans for 1948 programs provide a slight acceleration that should mean the installation of nearly 5½ million crossties—fully one-third more than were renewed in the Southwestern region in 1946.

That these estimates are conservative and possibly well under actual physical needs is reflected by a brief perusal of the accompanying table showing the actual renewals for 1946, the estimates for 1947 and 1948, and the number of renewals of crossties per mile of maintained track and actual five-year average renewals, all of which are presented by regions. Although the average renewals per mile for the entire country for each of those years is well below the five-year average of 134, it must also be remembered that 1946 represented almost the all-time low in annual renewals. In fact, despite the war years, the previous five-year average ending with 1945 was 139

ties per mile. Applied at that rate, annual requirements would amount to 46 million crossties or 22 per cent more than actually were placed in track in 1946.

With due allowance for the influence of the increasing proportion of creosoted ties in track, the fact remains that for the country as a whole substantial increases must be made in the rate of annual crosstie renewals, not only because of deferred maintenance but also to replace the thousands of treated ties that are destroyed much too soon by mechanical wear. Most of the restrictive factors are of a temporary nature. The need of our railways for prompt and substantial increases in freight rates has been demonstrated, although it is hard to reconcile the opposition recently voiced at the Interstate Commerce Commission hearings from sources that often find it convenient to emphasize their standing as pillars of our system of free enterprise. The nation cannot afford to risk a transportation debacle and the railways need the assistance and influence of the leaders of industry in their efforts to establish equitable rates that will maintain strong railways as one of the country's greatest bulwarks.



Sidney H. Bingham of the Board of Transportation of New York City talks with the engineman of an "underground" train during his recent visit in London



Left to right—Robert V. Fletcher, chairman, Memorial Awards Committee; G. F. Ashby, president, Union Pacific; Wallace J. Falvey, president, American Museum of Safety; Charles W. Brown, president, Western Maryland; and W. H. Burnett, general superintendent of the Colorado & Wyoming

## *Harriman Medals Go to Union Pacific, Western Maryland and Colorado & Wyoming*



"Men wearing the proud emblem of the railroad industry will never be satisfied as long as a passenger or an employee gets killed or injured."—William T. Faricy



By their attentiveness all present showed that interest in the promotion of safety is not limited to those who get the awards

AT a dinner in New York on September 17, G. F. Ashby, president of the Union Pacific, accepted in behalf of that railroad's eastern district the E. H. Harriman Memorial Gold Medal for the best safety record in 1946 among the larger railroads of the country. Presentation of the awards was made by Robert V. Fletcher, special counsel of the Association of American Railroads and chairman of the Memorial Awards Committee.

Commenting on the winning of the award by the railroad of which he is president, Mr. Ashby remarked: "Safety always has been an integral part of the normal operations of Union Pacific. Receipt of the Harriman award . . . again is due to the constant vigilance against accidents by every employee of the road."

### **Education in Safety**

Mr. Ashby stated further that every safety device applicable to railroad operation is in use on Union Pacific lines and that the railroad currently is teaching safety operations to its employees through its new exhibition car as well as sponsoring talks on safety to school children, civic groups and the public at large along its lines.

A silver metal for the highest safety record of intermediate-size roads was awarded the Western Maryland, whose president, Charles W. Brown, accepted it. The bronze safety medal award for the best record among smaller roads went to the Colorado & Wyoming; and was received by W. H. Burnett, general superintendent.



William T. Faricy, president of the A. A. R., was the principal speaker at the dinner. In discussing safety Mr. Faricy referred to the Freedom Train, which recently started on a national tour with many precious historic documents. Said he: "Does anyone think for one minute that those having the responsibility of these documents would permit this movement if they were not satisfied that the railroads have reached such a state of safety and efficiency as to render infinitesimal the chance of anything happening to them during this 33,000 mile tour?"

### Three Factors of Safety

Continuing, Mr. Faricy pointed out that for more than a century, railroads and railroad men have worked to strengthen the three foundations upon which railroad safety is based—safe roadway, safe equipment, and safe thinking and methods. As a result, he stated, the number of casualties on the railroads in ratio to total traffic handled and opportunities for accident is so low that to arrive at a significant figure it must be measured in hundreds of millions of miles traveled by passengers and in millions of hours worked by employees.

Mr. Faricy said that the chances of a passenger on a train being hurt in 1946 were one for every 14 million miles traveled. The safety record as to fatalities of railroad employees in 1946, he told his audience, was the best in the past quarter of a century, there being one fatality for each 5,163,000 hours worked.

He also pointed out that railroad safety is advancing today through further improvement of track, rolling stock, signals and communications, as well as through continued efforts in the enforcement of rules and regulations governing train movements and education of personnel in safety requirements.

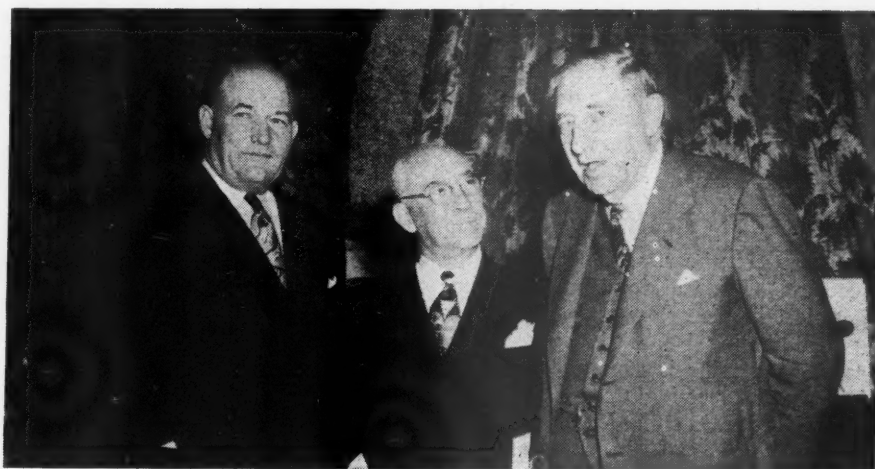
Judge Fletcher reported to the audience that it has been suggested to the committee that the basis for making the safety awards be changed. The most important change would be that of ceasing to make three separate classes of awards on the basis of relative sizes of the railroads; that the gold medal be given the road with the highest safety record, the silver medal to the second ranking road, and the bronze to the third highest road. Further, it has been suggested that the awards not be made merely on the basis of a statistical showing as compared with other roads, but that such factors as efforts railroads might make during the year to increase safety and reduce accidents be taken into consideration. Judge Fletcher stated that the committee would consider these recommendations as well as others that had been made.



G. F. Ashby received the gold medal for the Union Pacific eastern district from Judge Fletcher



Charles W. Brown accepted the silver medal awarded the Western Maryland



Left to right—F. B. Lewis, superintendent of safety, Union Pacific, G. F. Ashby, and Robert V. Fletcher

# A Plea to Get Rid of Complacency

The author appeals particularly for a better break for steam locomotives—States six reasons why good coal is scarce

SINCE you saw me last year,\* I have been given a new title. I like it very much. I am now the officer in charge of dispelling complacency, and complacency is a good topic for this occasion.

The railroads, like many other businesses, have shown tremendous improvement. I saw some figures just the other day that 7 per cent less locomotives in service in 1945 than in 1935 traveled 600 million more miles. So what? It is very easy to show improvements when you have been doing a lousy job. I have shown a lot of improvement in my coal mines, and I have kidded my directors and my boss that I was a hot-shot. But in my own heart I know I haven't even scratched the surface on what should and can be done. I think that holds true in the railroad business as well.

Just because we made a little improvement, there is no excuse for complacency.

## Availability and Utilization

Availability is something I hear a lot about these days, and so I tried to find out what it means. I find that different industries have different explanations of availability. I understand that in the railroad business it is the number of hours in the day that a locomotive is not either in the shop for repairs or inspection or broken down on the system. The rest of the day is availability. Then, I followed that up to find out what utilization meant. I found that utilization is the number of hours in the day that a locomotive is coupled to a train.

That to me is one of the nicest little figures that you could possibly have because the operating department can pass the buck to the maintenance-of-equipment department and the maintenance-of-equipment department can pass the buck to the operating department and, between the two, the fact that the locomotive is working but half time gets lost in the argument.

Coal mining is a little different because your mine is running or it isn't. When it is running that is utilization and when it is idle that is not utilization. You have the added complication of

By R. L. IRELAND

President, Hanna Coal Company,  
Cleveland, Ohio

fitting your available motive power to trains to move.

If I may offer a suggestion, you might get some of the alibis out of the game if utilization were thought of as the percentage of time that an engine is in service out of the hours that it is available. Then you can charge the hours that it is not available to the maintenance department and the hours it is not in use to the operating department and neither department can pass the buck.

## Grandmother's Tales

My pet gripe is the fact that every railroad has a lot of good steam-propelled reciprocating locomotives and that they are not giving them a break. If I permitted our machinery to be out of service as much as the railroads permit their steam locomotives to be out of service, I would get fired, and properly so! Aren't you letting, should I call it a grandmother's tale, guide your judgment? The old, old habits that were handed down by generation after generation: never take your woolen underwear off until the Ides of March, and always drink some kind of sassafras tea on the third of April every year to clean out your system for the summer—all that bunk.

Isn't there a lot of that in a lot of the practices that are going on on a lot of the railroads today? They are afraid to take a chance. Afraid to try something new. You are afraid to be responsible for making a mistake or of trying something that doesn't work the first time. You are afraid that if you try something, they will get impatient with you and order you back to your old practices before you have had a chance to work out something new and better.

That is complacency in my language. Don't be afraid of getting away from complacency! That is what built America and that is what is going to save the world—the American system of jumping in and doing something new that has never been heard of or tried

before. We certainly need that on our railroads today.

Last year I talked about fuel. I told you that it was your own fault that your availability wasn't greater because you don't use the proper kind of fuel; that you ought to get your purchasing agents to buy the kind of coal that you ought to have. I told you that your locomotive performance supervisors ought to determine the kind of fuel you ought to have. Now you will pass the buck back to me and say, "Why don't you give it to us? We are asking for it and we can't get it."

## A Change in the Fuel Supply

It might be interesting to some of you to know what the cause of that is. First of all, the State Department has determined that one of the things that we must do to help Europe is to send them a lot of coal. That is taking coal away from home use. In addition to that, it is slowing down the movement of cars because it takes longer to send coal through to tidewater and get the cars back to the mine than it does to send it to the customers on the line or to the lakes, because the tidewater facilities have not been developed for the volume of business they are trying to handle. That is one reason why coal is scarce.

Another reason is that, since the war, a great many other industries are calling for open-top rolling stock. This morning I saw trainload after trainload of coal cars filled with sand and gravel and scrap metal. A great many more cars are being tied up in that kind of service now than during the war, and that curtails the amount of cars available for coal.

Another reason is that our customers—I am not referring to the railroads because they always held coal in cars—but our regular customers, who were working triple shifts seven days a week during the war and were unloading equipment promptly, aren't doing so any more and that is a delay which has slowed down the turn-around of cars.

There is another thing—I would do the same thing if I were running the railroads and I don't blame them—a lot of them have been running in red ink lately because their revenues don't match their expenses, and, therefore, they have been trying to curtail expenditures.

\* This article is based on an address presented before the annual meeting of the Railway Fuel and Traveling Engineers' Association held in Chicago September 15-18.



They do it in two ways: (1) bad-order cars are accumulating; (2) overtime is not being used to move cars as rapidly as they might otherwise move.

One more thing—you are using the same car-rating rules that were used in the case of hand-loading mines. In a hand-loading mine on a two-day run an operator couldn't possibly cheat more than 10 per cent because he couldn't accumulate enough cars of coal loaded ahead to amount to more than that. In a mechanized mine today it is practically impossible to increase production for a given day or two days over the normal run because the number of cars used is exactly integrated to the capacity of the loading equipment. The strip mine, however, is a very different case. In strip mining, the coal is uncovered ahead and then it can be loaded into trucks and taken to the tipples for loading in railroad cars at any time it seems convenient. It is simple for a strip-mine operator, on the days that he is going to get a car rating, to borrow trucks from all the neighbors, and to put to loading coal some of his shovels that are normally used for uncovering coal, and establish a car rating two or more times his sustained capacity.

A great many of the strip mines in this country today haven't the cleaning facilities and the sizing facilities to give the railroads the kind of coal they want and need. They take it up as it comes—some of it would be better sold as real estate than as coal—load it over a ramp as mine run and you take it and like it. The big mines with cleaning and sizing facilities are running three or four days a week.

Those are the reasons why you aren't getting the kind of fuel you ought to have to get good availability out of your equipment. Until something is done about these various points, you are going to have to get along as best you can and it is a shame that you do! I wish I could do something to help you, but I admit that I have so far not succeeded very well. I am calling on you for some help.

### Complacency and Steam

Being in the coal business and being an American citizen, as you all are, I have a two-fold interest in getting the greatest availability and use out of steam locomotives. The railroads have an investment in them. They have proved themselves to be capable units, but they aren't getting a break as compared to the Diesel. The reasons primarily are the comparative figures that are published on the relative merits of the two types of units. I am awaiting the day when some railroad has nothing but Diesel locomotives and their figures have to be presented on the basis of the pool of the entire number. That is going

to be a very interesting comparison with the figures that are being dished out today where they are put on special runs because of their tremendous initial cost and the preferred service is compared with the pool of standard locomotives.

I can quote a lot of you, off the record, about as follows:

"It's a shame that we can't get better facilities for servicing our steam locomotives."

"It's a shame that we can't get the same word passed down from the top to get the full use of our modern steam locomotives that we do on the Diesel locomotives."

"It's a shame that we can't get some minor expenditures made to improve our coal docks, watering, and ash-disposal facilities."

If my friends on the railroads can tell me those things off the record, why can't you gentlemen do something about it on the record? We stand ready to help you in any way we can, but the thing has got to originate with you. Then, if we can be of assistance to you—I mean the coal operators who are equipped to give you the fuel you need and who are always ready to help you in any way they can—we will get behind you and do anything you suggest to help you in your effort.

There are many manufacturers of steam locomotive parts and I have been told by railroad men that their products represent advancements in the art. I say, "Why don't you use them?"

"Well, they haven't been tried out enough."

"Are you trying them out?"

"No; we are waiting for some other railroad to try them out and if they prove successful, we will try them."

Let George do it! Our company wouldn't be where it is today if we had waited for George. We try to see how far ahead of George we can keep ourselves all the time. We would not last long as shippers of coal on your railroads if we didn't keep ahead of George. So, in addition to locking complacency in the closet, let's see if we can't get ahead of George.

The coal operators—I was one of them—used to rejoice every time we saw a lot of smoke coming out of a chimney. That meant they were wasting 25 per cent of the coal they had bought and they would have to buy 125 per cent of their requirements—that was swell. But competition caught up with us in the form of oil and gas, and the public is getting awfully tired of smoky cities. We have had to change our tune and it is good business to do it. If by the elimination of smoke you can reduce the cost of maintaining a home in the city, that is progress and it should be supported.

I was talking recently to a group of retailers, trying to urge them to educate

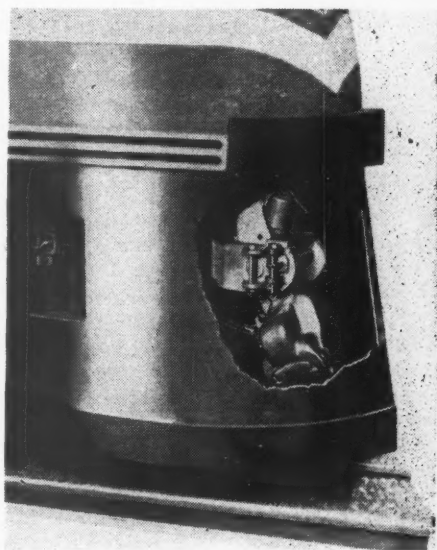
their customers in better firing practice, and I put this up to them: How many of you would go in the liquor store, buy a bottle of liquor, pay for it, pull the cork, pour 25 per cent of it on the floor, shove in the cork, and go home with the balance? How many of your wives would go to the butcher shop, buy a T-bone steak, pay for it, borrow the butcher's knife, cut off the tenderloin, toss it in his face, and carry the rest of it home? That, gentlemen, is what is happening when you see smoke—and the railroads are guilty of that!

I ask your support in the interest of the general welfare, in the interest of avoiding restrictive legislation, to do more than you are doing for the elimination of smoke. It is not economical; it is not popular; and it is doing your industry harm.

### Fold-Down Coupler

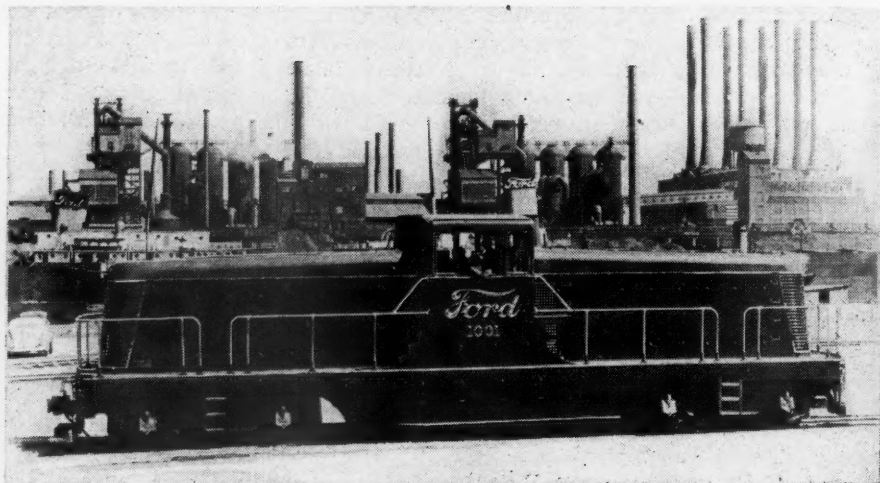
A coupler for application to the front end of Diesel locomotives which provides for a streamline pilot construction when the coupler is not in use has been developed by the National Malleable & Steel Castings Co., Cleveland, Ohio. Known as the National fold-down coupler, it may be used in conjunction with either the Type-E coupler or the Type-H tightlock coupler.

The coupler is counterbalanced by an adjustable spring. A lift of approximately 35 lb. raises the coupler to its service position where it is locked by the insertion of a pin. As the operating mechanism remains attached at all times the coupler is completely operative as soon as it is raised and locked in its working position.

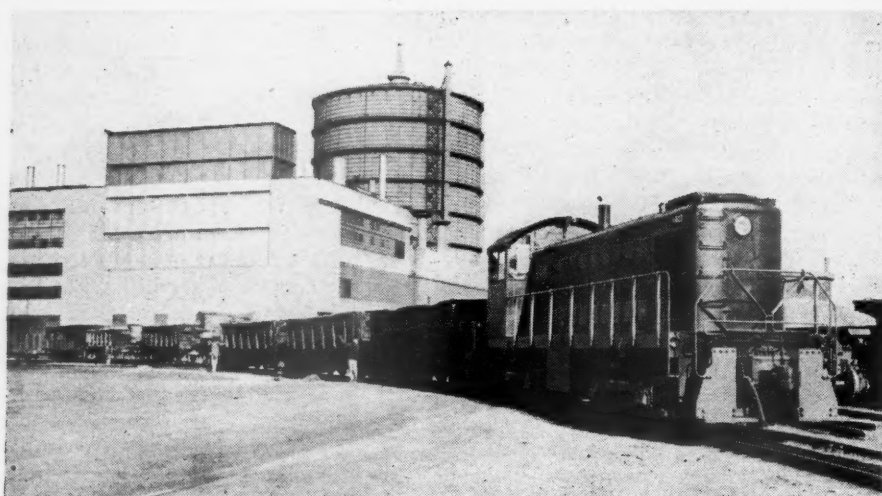


The National Fold-down coupler in the fold-down position

## Ford Road Operates 17 Diesels



Above—One of the specially-built 132-ton, 1,000-hp. Diesel-electric locomotives. Left—An Alco-G. E. locomotive pulling slag cars from the open hearth furnace building at the Rouge plant



**D**ESCRIBED as the country's largest industrial manufacturing railroad, the 130-mile network of the Ford Motor Company's Rouge plant at Dearborn, Mich., now is operating with 17 American Locomotive - General Electric Diesel-electric locomotives. They run 24 hours a day, seven days a week, and

have effected substantial savings. They are available for service more than 90 per cent of the time.

The railroad assures a rapid and highly coordinated flow of raw materials and finished products among the various buildings within the Rouge plant's 1,200 acres. Eight of the locomotives are

132-ton, 1,000-hp. Diesel-electrics, designed and finished to Ford specifications. The others are three 50-ton, 300-hp. units; one 80-ton, 500-hp. unit; one 110-ton, 600-hp. unit, and four 100-ton, 660-hp. units. The latter four units are part of the Alco-G.E. locomotive line.

Ford-owned railroad rolling stock operated at the Rouge plant includes 1,055 railroad cars. A complete locomotive repair shop, containing a 100-ton crane and complete wheel and tire equipment, is located in the plant and can perform any type of locomotive repair.

Since each operation in the Rouge plant is dependent directly upon the plant's railroad system, a rigid time schedule is in effect throughout the railroad network. All inbound and outbound freight cars are weighed and carded, and a 24-hr. rolling stock inventory is maintained.

## COMMUNICATION . . .

### Farmers Do Not Like to Be Pushed

TAFT, TEXAS

TO THE EDITOR:

Because of my residence in a region of the country that harvests large grain crops each year I was most interested in your editorial in the September 6 issue: "Why Should Grain Be Moved All at Once?"

From the railroad point of view, your words make sound logic, and as a firm railroad supporter I can appreciate the difficulties which beset the carriers concerned with the grain crop rush seasons. From a strictly economic stand, however,

the railroads simply do not have a "case" against the farmers. The carriers exist for the purpose of providing "mass transportation"—and such service upon a nationwide, all-weather scale. Thus, in normal times, it is the responsibility of the railroads to transport the traffic despite any difficulties embraced in the character of that traffic. For years the A.A.R. has drilled the nation with the theme of mass transportation, basic transportation, ample transportation. This new attitude, as expressed in the editorial noted, does not blend with the A.A.R. policy of advertising.

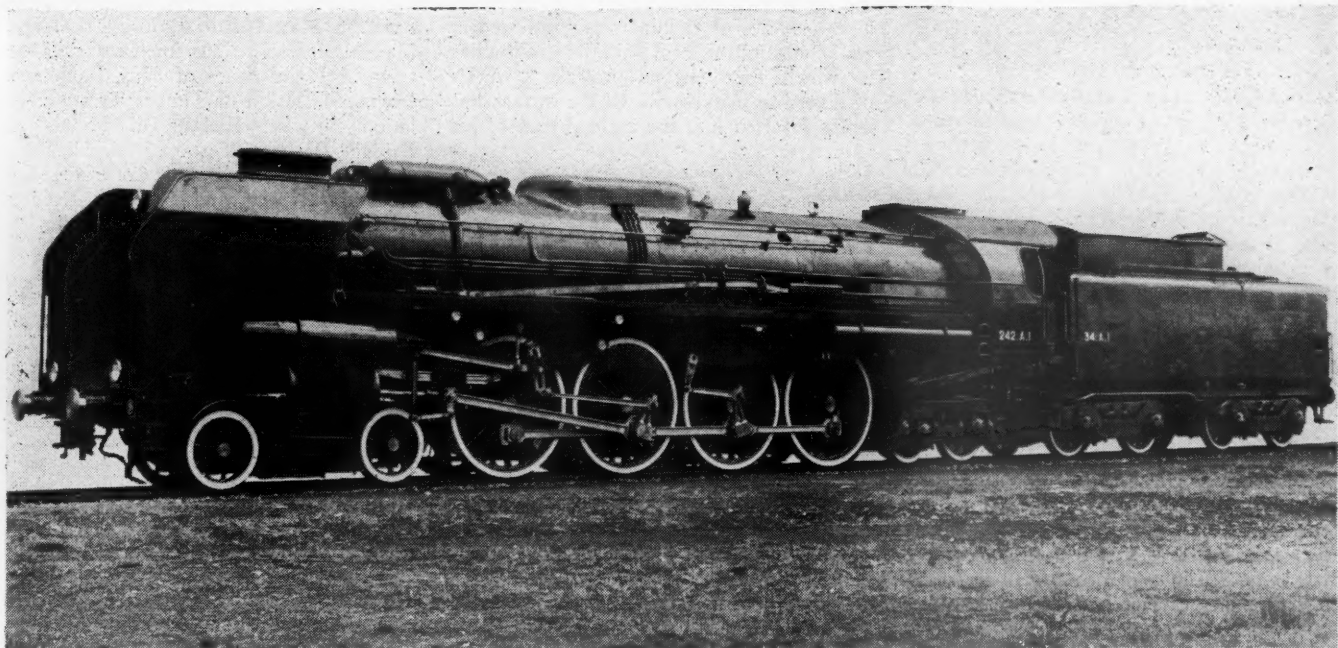
I will admit that the nation is now faced with a condition of box car supply that is hardly "normal." And since this state of affairs cannot be blamed entirely on the carriers, farmers should be urged to erect stor-

age facilities in a patriotic spirit. But if the railroads are to retain any degree of pride in their status as our only true "common carriers" it will not pay to push the farmers in these respects. Their natural attitude is this: "Why should we erect grain storage depots? Is it not the duty of the railroads to always supply enough cars at the right time at the right location?" What is the answer to that question?

It is this writer's opinion that the carriers are placing serious qualifications upon the term of "common carrier" if they push this storage theme too far. As the case stands now, it is a most unfortunate matter for the railroads. But charging the farmers with the responsibility for this type of railroad loss is not reasonable.

DAVID P. MORGAN





## French Roads Consider Construction of Three-Cylinder Compounds

**Trials are now being conducted with a 4-8-4 engine converted from a single-expansion 4-8-2 type built in 1932**

**T**HE French National Railroads have converted to the 4-8-4 type a locomotive of a 4-8-2 class originally built for the former French State Railroads in 1932. The 4-8-2 locomotives have three single-expansion cylinders and are equipped with Reynaud poppet valves. The purpose of the conversion was, first, to increase the power of the locomotives and, second, to change the cylinders from single expansion to compound, with one high-pressure cylinder on the longitudinal center line of the locomotive and two low-pressure cylinders outside the frames. The 4-8-4 locomotive is being used to determine what advantages are offered by this system of compounding. It then is the intention of the French National Railroads to employ the system on some new locomotives of the 4-8-4 and 2-10-4 types which they contemplate building. Plans for the conversion were developed in 1938 when compounding was already returning to favor in Europe, but because of the German occupation they were not realized until 1946.

The boiler on the converted locomotive is the same as that on the original

4-8-2 type. It carries a working pressure of 285 lb. per sq. in. and has an evaporative heating surface of 2,722 sq. ft. and a superheating surface of 1,291 sq. ft. The grate area is 54 sq. ft.

### Principal Dimensions and Weights of the French National Railroads' 4-8-4 Type Three-Cylinder Locomotive

Year converted from 4-8-2 type ..	1946
Driving-wheel diameter, in. ....	77
Length, ft.-in. ....	58-37/16
Maximum authorized speed, m.p.h. ....	81
Weight on driving wheels, lb. ....	185,000
Total weight, lb. ....	327,000
Tractive force, lb. ....	46,200
Boiler pressure, lb. per sq. in. ....	285
Grate area, sq. ft. ....	54
Cylinders, diameter and stroke, in.:	
Low-pressure (2) .....	26 3/4 by 29 15/16
High-pressure (1) .....	23 3/8 by 28 5/16
Superheater heating surface, sq. ft. ....	1,291
Evaporative heating surface, sq. ft. ....	2,722

With a weight on drivers of 185,000 lb., the locomotive develops a tractive force of 46,200 lb. It is fitted with the Kylchap triple exhaust arrangement. This front-end device was developed by Chapelon on the basis of a distributor

introduced by Kylala, a Finnish engineer. Each stack has its own exhaust nozzle discharging into the wide bell mouth of the distributor which splits into several passages a short distance above the nozzle, the jets of steam and gas from which are discharged into a petticoat ending a short distance below the rim of the stack extension. This arrangement produces a high draft efficiency.

The locomotive is intended for express passenger service. It has been undergoing a series of tests during which it developed a maximum of 4,200 drawbar horsepower at 60 m.p.h. (on the level) from which it is estimated that the indicated horsepower would run at least to 5,000. During these tests, with a train of 661.2 tons on an up-grade of 1.4 per cent it attained a speed of 40.5 m.p.h. With a train of 7,163 tons on an 0.8 per cent up-grade the locomotive reached a speed of 59 m.p.h. With a train of 1,046.9 tons on the level it attained a speed of 75 m.p.h.

The principal dimensions and characteristics of the converted locomotive are shown in the table.

## NEW BOOKS . . .

*Grand Central*, by David Marshall. 280 pages. 9 1/4 in. by 6 in. Bound in cloth. Illustrated. Published by Whittlesey House, 330 West 42nd street, New York 18.

Mr. Marshall, in his preface, says his intent was to make "Grand Central" a good, revealing and pleasing book, particularly to those who know and love the railway station about which it was written. How well he has succeeded, of course, will depend upon the knowledge of Grand Central Terminal and the individual tastes possessed by his readers. This reviewer, for one, found in the book much of great interest, excitingly told.

Describing the terminal as not only a building but also the result of seventy years of struggle to operate trains into and out of New York, Mr. Marshall traces its development from 1811—the year Pierre L'Enfant, who laid out Washington, D. C., submitted to the New York common council his "gridiron plan" for the city's streets and avenues—to 1944, when the present terminal's ceiling was resurfaced with pressed asbestos boards upon which the famous sky scene was painted anew in oils.

L'Enfant's plan, adopted by the council as the official map of the city, placed what came to be known as Fourth avenue directly along the line where Manhattan's bedrock broke surface. The New York & Harlem, chartered in 1831, was granted permission to lay its tracks from Fourteenth street to the Harlem river along Fourth avenue. A city by-law, which forbade the operation of steam locomotives below Fourteenth street on Fourth avenue, was promulgated in the 1860's. In this manner the site and character of the present terminal were determined. Ground for the first Grand Central station, christened Grand Central Depot by Commodore Vanderbilt, was broken at Fourth avenue and Forty-second street in mid-November, 1869. The opening, scheduled for October 9, 1871, planned as a great event for the city, was barely mentioned in the press. That day was the day of the great Chicago fire!

The job of transforming Grand Central Depot into Grand Central Station was begun in 1899 and completed two years later at a cost of \$5,000,000. In 1902 the state legislature decreed that after July 1, 1910, no steam locomotive might enter Manhattan on any track used predominantly for passenger service. This requirement necessitated vast changes in the station, the demolition of which began on July 1, 1903, and ended exactly seven years later. The new building, the first to bear the official title, Grand Central Terminal, was thrown open to the public on February 3, 1913, although the loop tracks were not yet built. One loop was placed in service in 1917 and the other completing the layout as it is today, was opened on May 21, 1927.

In the course of telling this engaging story of one of New York's major landmarks, Mr. Marshall introduces his readers to many of the people responsible for

the successful operation of the terminal. These studies of terminal men and women and the multitude of different activities in which they engage provide a series of diverting pictures which the author has deftly inserted into the main thread of his narrative.

*Proceedings of the American Railway Engineering Association for 1947*. 1028 pages. 5 1/2 in. by 9 in. Illustrated. Bound in cloth. Published by the association, 59 E. Van Buren street, Chicago. Price \$8.

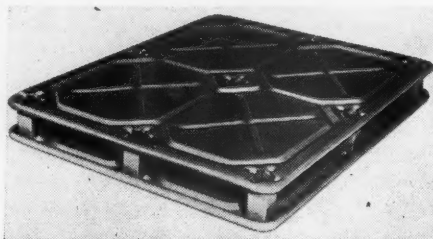
This volume contains a complete record of the activities of the association for the year ended with the annual convention last March, including the reports of 22 technical committees and the discussions that followed the presentation of these reports at the convention. Also included are two technical monographs of interest to railway engineering personnel. The committee reports cover a total of 99 subjects, dealing with practically every phase of railway construction and maintenance and presenting the latest practices in this field.

Among the wide range of subjects covered are: New Developments in Water Conditioning for Diesel Locomotive Radiators and Flash Boilers; Comparative Merits of Various Types of Grade Crossing Protection; Methods of Constructing Closures in Flood Control Levees Cross-

ing Railroads; Use of Recently-Developed Building Materials in Railway Buildings; Manual of Instructions for Care and Operation of Maintenance of Way Equipment; Improved Design of Timber Trestles; Relation Between Fatigue of Metals and Bridge Design; Tests of Rigid Frame Structures of Steel and Concrete; Construction Reports and Property Records; Air-Entraining Concrete; Recruiting Selected Graduates and Training Them for Advancement; Physical Properties of Earth Materials; Design of and Stresses in Tie Plates; and Economic Value of Different Sizes of Rail.

Some of the reports are of special interest to operating officers, such as the following: Effect of Higher Speed on Railway Revenues, Operating Expenses and Charges to Capital Accounts; Effect of Lengthening Locomotive Runs on Location and Arrangement of Locomotive Servicing Facilities; Analysis of Operations of Railways That Have Made Marked Progress in the Reduction of Labor Required in Maintenance-of-Way Work; Tie Renewals and Costs per Mile of Maintained Track; Stimulating a Greater Interest in the Science of Transportation; and Maximum Speed Through Spring Switches When Points Must Be Thrown by Trains Moving on Tangent Track.

As in previous years, the proceedings include statistical reports on crosstie renewals, rail failures, service tests of treated woods, and other such matters.



Top view of the Monroe all-steel pallet showing supporting posts crimped and anchored in the structure

### Monroe Eight-Way All-Steel Pallet

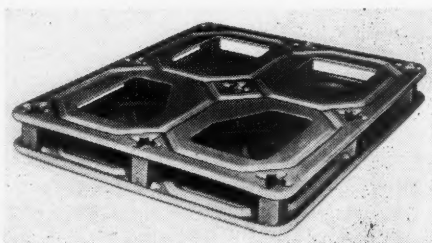
The Monroe Auto Equipment Company, Monroe, Mich., has announced a new all-steel pallet in a single size—40 in. by 48 in.—designed for maximum utilization of shipping space. Side by side, on the 40 in. dimension, the pallets fit the bed of a truck or trailer; side by side, on the 48 in. dimension, they fit into a freight car.

The new pallet is designed to permit the forks of a lift or pallet truck to slip between the top and bottom sections from eight different directions—four sides and four corners, a provision which is said to reduce lost motion in

the moving of materials in factories, warehouses, assembly and conveyor line operations, and in the loading and unloading of freight cars, trucks and trailers.

The top and bottom sections of the pallet are held together and supported by nine strong posts, crimped and anchored in the structure. Corrugations surrounding the posts, crisscross in four sections, provide strength to resist buckling in any direction.

The new pallets are being manufactured in two weights—a 69-lb. unit for a single load up to 2,500 lb. or a tiered load up to 15,000 lb., and a 96-lb. unit for a single load up to 6,000 lb. or a tiered load up to 35,000 lb.



Bottom view of the Monroe all-steel pallet showing holes which permit the wheels of a pallet truck to be dropped down so that the pallet can be lifted and conveyed across the floor



# GENERAL NEWS

## See No N.Y.C. Gain in Tie with C. & O.

Central officers, subpoenaed  
by Virginian, present  
adverse views

Two New York Central general officers testified last week that their road would lose traffic and gain nothing in the way of improved credit standing if the Interstate Commerce Commission grants the pending applications of Robert R. Young and Robert J. Bowman for authority to serve on the Central's board of directors while continuing also to hold Chesapeake & Ohio directorships and their respective present positions of chairman and president of that road. The N. Y. C. officers—J. P. Patterson, general freight traffic manager, and W. F. Place, vice-president (finance)—appeared in response to subpoenas, their testimony being part of the Virginian's presentation in opposition to the Young-Bowman applications. The Central has invited Messrs. Young and Bowman to join its board, and is not party to the proceedings before the commission.

Messrs. Patterson and Place offered their testimony at the Washington, D. C., hearings on the applications before Assistant Director C. E. Boles of the commission's Bureau of Finance. Messrs. Young and Bowman had testified at earlier sessions, as reported in the *Railway Age* of September 20, page 68. Also involved in the proceedings is the petition of the C. & O. and Alleghany Corporation for release of the former's 400,000 shares of N. Y. C. stock from the requirement whereby it has been deposited with the Chase National Bank as independent voting trustee under the trusteeship created pursuant to the commission's June, 1945, order approving Alleghany's control of C. & O.

**Not Official Spokesmen**—General Freight Traffic Manager Patterson was the first of the subpoenaed N. Y. C. officers called to the witness chair by the Virginian's counsel—Wilbur LaRoe, Jr. Mr. Patterson emphasized that he was appearing in response to the subpoena, and said that he had neither discussed the matter with nor received any suggestions from other Central officers as to the testimony he would offer. He then made a negative reply to Mr. LaRoe's first question as to whether the C. & O.-N. Y. C. relationship proposed to be created as a result of the Young-Bowman directorships would improve the Central's revenues.

Mr. Patterson went on to say that he

### "Information Please" Gets Railroad Sponsor

The Chesapeake & Ohio will sponsor the "Information Please" radio program on four Mutual network stations for a 44-week period beginning September 26. Scheduled for a half-hour period at 9 p.m., Eastern time, on Fridays, the program will be broadcast under the railroad's sponsorship by the Mutual stations at New York, Chicago, Cleveland, Ohio, and Washington, D.C.

did not like references made earlier in the hearing to the proposed relationship as a "trial marriage." "The result of that kind of a marriage," he added, "is that it ends in disaster. We [N. Y. C.] would invite the combined opposition of all our connections south of the Ohio river and would lose traffic in the net."

The references to the "trial marriage" had been made during the testimony of Mr. Young, who had said: "Looking into the future, we would hope that we like this girl [N. Y. C.] well enough after we have been going with her for eight or ten years perhaps to marry her." The C. & O. chairman also said that "after we go with this girl for five or six years, and she does not respond to our courtship, we may decide that we want to have nothing more to do with her."

N. Y. C. Vice-President Place was asked one question on direct examination by Mr. LaRoe, as follows: "Will you state your opinion as to what effect this so-called 'trial marriage' will have on the credit position of the New York Central?" Mr. Place replied: "I cannot see how it would improve the New York Central's credit position."

**Young's Counsel "Surprised"**—Meanwhile, counsel for Messrs. Young and Bowman and the C. & O., had asked for a recess after the Patterson testimony. They went into a huddle with other C. & O. officers present, and C. & O. General Counsel H. L. Walker then came back to announce that the Patterson appearance was a "surprise" to him and his associates in view of the invitations which Messrs. Young and Bowman have received to join the N. Y. C. board. His request that the cross-examination of Mr. Patterson be deferred until the following day was granted, as was the like request which he made later with respect to Mr. Place's testimony.

That deferred cross-examination was conducted by R. W. Purcell, vice-chairman of the C. & O. board and its vice-president

(Continued on page 62)

## \$2 Per Diem Order Appealed to Courts

Petitions seek to stay I.C.C.  
ruling which becomes ef-  
fective October 1

Forty-two railroads have asked the United States District Court for the District of Columbia to set aside the Interstate Commerce Commission's recent order requiring the establishment on October 1 of a \$2 per diem rate for the rental of freight cars, other than tank and refrigerator cars. The petitioners, who have been joined by some 130 intervening short-line railroads, assert, among other averments, that the commission in issuing the order "unlawfully assumed the power to use the per diem rate to control the prompt movement and return of freight cars."

A hearing on the petition's plea for a temporary stay of the order was scheduled to be held September 26. The petition also asks that, upon final hearing of the case, the court issue a permanent injunction voiding the order. A similar petition has been filed in the United States District Court at New York by the Long Island.

The assailed commission order was issued last month, as reported in the *Railway Age* of August 9, page 69. It requires maintenance of a \$2 per diem rate for six months from October 1, the accompanying report having found that such a rate would be reasonable and would promote greater efficiency in the use and increase the supply of freight cars. The present per diem rate of \$1.50 became effective September 1, after member roads of the Association of American Railroads had voted to approve the increase from \$1.25, which had been recommended by the association's board of directors.

**The Penalty Factor**—In its review of events leading up to issuance of the commission's order, the petition referred to the proposed report made in the proceeding (Docket No. 29670) by Examiners Myron Witters and Paul C. Smith (see *Railway Age* of June 21, page 1275). The proposed report's conclusion, as summarized in the petition, was "that the commission should find that a temporary increase in the per diem charge with an element of penalty having a direct relation to delinquent handling and delay of box cars only . . . would promote greater efficiency in the use and increase the supply of box cars, and that for a temporary period a per diem charge of \$5 should be collected on box cars . . . held . . . in excess of 5 days in any terminal

(Continued on page 66)

## Says Left Wingers Plot to Seize Railroads

Johnston warns Tie Association of conspiracy to destroy private ownership

Speaking at the Railway Tie Association convention at Hot Springs, Ark., on September 23, C. E. Johnston, chairman of the Western Association of Railway Executives, charged that certain left wingers high in government service plan "to seize the railroads, and, through dictatorial control of railroad service and rates, dominate the economy of the whole country." Mr. Johnston told the convention that the railroads are the target for "vicious, lying propaganda, much of which is emanating directly from government sources, or from sources which are obviously inspired by the government or beholden to it." He referred to sensational law suits which have been filed against the railroads by the Justice Department, and intimated that that branch of the government may have actually inspired the Georgia anti-trust case. A report of other convention activities will appear in a subsequent issue of *Railway Age*.

Mr. Johnston told the Tie Association that plans to gain control of the railroads were "concocted in the brains of a relatively small group of professional schemers who aspire to plan and regulate your way of life and mine. It is a diabolical scheme, cleverly disguised," Mr. Johnston continued. "This left-wing goon squad has even sought to pressure the Interstate Commerce Commission to do its bidding. Failing in that, it has sought to destroy public confidence in the commission. It falsely represents the commission," the speaker declared, "as a group of railroad-minded men who do the bidding of the railroads and ignore the public interest. Take a look at the record," he said. "During the depression and recession 30's, railroad rates were held at such low levels that about one-third of the nation's railroad mileage was forced into bankruptcies. Today, with peacetime traffic at the highest level in history, some of our largest railroads are operating in the red. Does that spell railroad domination? Nevertheless, these character assassins who assail the commission and the railroads understand the power of publicity and have great influence with its sources, and they use it efficiently and ruthlessly.

"This left-wing crowd is the same that busted up the Pullman Company, and subsequently one of its members appeared as attorney for certain interests that sought to buy the sleeping car business of the nation. It is a matter of court record that these interests had the all-out support of the Anti-trust Division of the Department of Justice.

"In all the hearings on the Bulwinkle-Reed bill, which the Anti-trust Division has appeared against, lobbied against, and propagandized against, their lawyers have never attempted to propose a substitute for the conference method of initiating freight rates. They have been asked to do so time and time again, but they always duck

out. Why? Because it is their purpose to destroy private ownership of the railroads by any possible means."

Mr. Johnston closed his address with a warning to watch the handling of the Bulwinkle-Reed legislation, citing its handling as an indication of where the railroads under private ownership are headed.

### August Ton-Miles

The volume of freight traffic handled by Class I railroads in August was about the same as in the corresponding 1946 month, when it totaled 55,831,798,000 ton-miles, according to a preliminary estimate by the Association of American Railroads.

### RRs Will File Objections to Anti-Trust Suit October 1

On October 1, the Department of Justice's anti-trust suit against 47 western railroads, two railroad associations and approximately 90 railroad and banking officers is scheduled to be resumed in federal district court at Lincoln, Neb. At that time, the defending parties will file objections to some 809 exhibits which the Anti-Trust Division of the department entered in evidence during a one-day resumption of the case on April 23.

In the suit—originally filed on August 23, 1944—the defendants are charged with acting "collusively" to maintain non-competitive rates for transportation and to prevent and retard improvements in the services and facilities of railroads for the western part of the United States. It also charges that the defendants have retarded and suppressed the development of the motor carriers and other forms of transportation competitive with the railroads in the western area.

### Report Canadian RR Unions Ready to Strike Plans

It is understood that a large percentage of the employees of the Canadian railways have voted in favor of a strike, but whether or not and how soon action will be taken on that vote has not been revealed. It has been suggested that the railway labor unions may await the outcome of the present application of the railways for a 30 per cent freight rate increase, and that may not be known before November or December, for a number of public hearings have yet to be held and after that the Transport Board must be given considerable time to study the voluminous evidence presented in hearings across the country.

Should action by way of a strike be favored the Canadian government would have authority to take steps to avert a rail tie-up, for jurisdiction in transportation under the labor law still lies with the Dominion.

The demand made generally by the railway employees is for holidays with pay but to date there has been no announcement that any of the railway unions are planning to ask for a general wage increase. The former demand, it is held in some quarters, does not make the really big issue on which to wage a strike, and optimists say the prospects are that before the end of the year some kind of peace may be made between the railways and the unions.

## Hurricane Destroys Main Line Trestles

L. & N. tracks and bridges severely damaged along 83 mi. shore line

The hurricane which moved from Florida across the Gulf of Mexico and on September 19 lashed southern Mississippi and Louisiana with 120 m.p.h. winds and high water, inflicted major damage to the main line of the Louisville & Nashville entering New Orleans, La. Preliminary surveys indicated that damage to the railroad would exceed \$1,000,000 and that 30 to 60 days would be required to restore normal service between Ocean Springs, Miss., and New Orleans, 83 mi.

The mile-long trestle spanning Biloxi bay between Ocean Springs and Biloxi, Miss., was damaged for about two-thirds of its length. Rail ties and decking were blown into the bay, although caps and piling were not seriously damaged. The two-mile pile trestle which crosses St. Louis bay between Bay St. Louis, Miss., and Henderson's Point suffered similar damage, and, in addition, early inspections indicated considerable damage to the draw span. Beginning at a point about 4 mi. south of Bay St. Louis and for a distance of 37 mi. to Higgins, La., the storm inflicted severe damage to track, signals and telephone facilities. Houses occupied by track forces were damaged, along with station buildings. Eighty-five per cent of the track in the 37-mi. stretch was estimated to have been moved from the roadbed and turned upside down.

Some damage occurred to the bridge spanning Pearl river which separates Mississippi and Louisiana.

All carload and l.c.l. freight destined to Biloxi, or via that point to New Orleans, except L. & N. company material, was embargoed September 20. On September 23 the Interstate Commerce Commission authorized the L. & N. to reroute certain traffic over other railroads in the damaged area and the original embargo was amended to permit acceptance of carload freight to Gulfport, Miss., and New Orleans from points north and east of Mobile, Ala. All passenger service is being operated on normal schedules as far south as Mobile, with connecting local service between that point and Ocean Springs, except the "Crescent Limited," which will be operated via Atlanta, Ga., Birmingham, Ala., and Meridian, Miss., over lines of the Southern until L. & N. trackage is restored.

Overall damage on the Southern in the hurricane area was described as "not serious," although its service into New Orleans was interrupted for about a day (part of September 19 and 20) as a result of damage to the six-mile Lake Pontchartrain trestle, including the washout of a 120-ft. section and scattered damage to other sections.

Approximately one mile of Southern track at Little Woods, La., was also damaged, while the washout of a 100-ft. section interrupted service on a 3-to-4 mile industrial track in New Orleans.



## Equipment on Order

Class I railroads and private car lines had 114,230 new freight cars on order on September 1, as compared with 118,117 on August 1, according to the Association of American Railroads. Of the former total, Class I roads and railroad-owned private-controlled refrigerator companies had 105,261 new freight cars on order, compared with 102,998 on August 1, and 50,169 on September 1, 1946.

Cars on order by Class I roads on September 1 included 40,520 hopper cars, of which 2,422 were covered hoppers; 7,509 gondolas, 1,185 flat, 8,119 refrigerator, 250 stock, 246 miscellaneous freight cars and 47,432 box cars including 44,273 plain and ventilated and 3,159 automobile box cars. Of the total number of new freight cars which Class I roads had on order on September 1, 25,566 will be built in railroad shops and 79,695 in outside shops.

The Class I roads also had 851 locomotives on order on September 1, compared with 556 on the same day in 1946. The former total included 40 steam, four electric and 807 Diesel-electric locomotives, compared with 69 steam, six electric and 481 Diesel-electrics a year ago.

Class I roads and railroad-owned private-controlled refrigerator companies installed 31,390 new freight cars in service in the first eight months of 1947, of which 5,216 were installed in August. New freight cars put in service in the first eight months of 1946 totaled 26,825. Those installed in the 1947 period included 8,452 hopper cars, of which 1,123 were covered hoppers; 2,398 gondolas, 2,882 refrigerator, 562 flat, 500 stock, 252 miscellaneous freight cars and 16,344 box cars, including 13,813 plain and ventilated and 2,531 automobile box cars.

The Class I roads also put 535 new locomotives in service in the first eight months of 1947, of which 63 were steam, two electric and 470 Diesel-electric. New locomotives installed in the same period last year totaled 322, of which 73 were steam and 249 Diesel-electric.

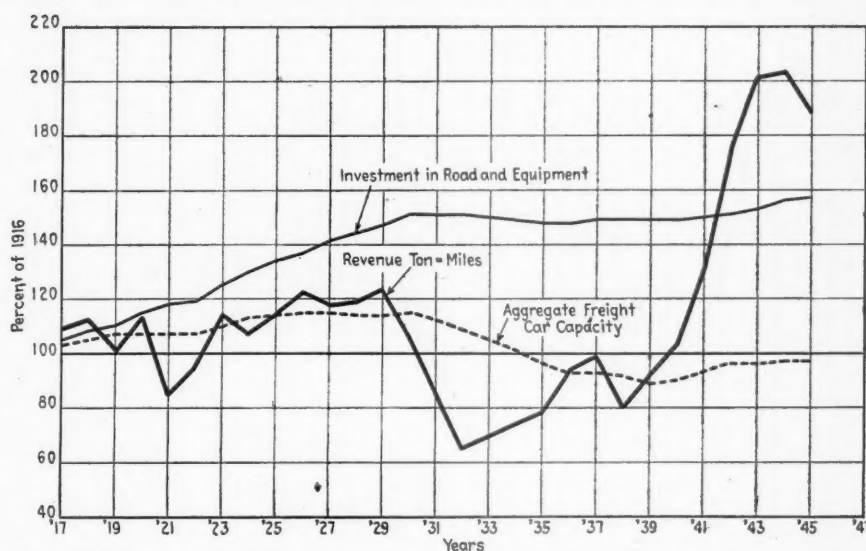
The Class I roads have retired 38,726 freight cars in 1947, of which number 6,535 were retired in August. In the comparable 1946 period, 38,241 cars were retired.

## Locomotive Officers Meeting at Chicago

At the annual meeting of the Locomotive Maintenance Officers' Association, held in conjunction with the meetings of the Coordinated Mechanical Associations at the Hotel Sherman, Chicago, September 15, to 17, inclusive, a total of 414 members and guests were present. This attendance included 360 of the more than 1,300 members of the L.M.O.A.

During the meeting the election was held and the following officers, executive committee and advisory board members will serve for 1947-1948: President, C. D. Allen, shop superintendent, Chesapeake & Ohio; first vice-president, J. W. Hawthorne, superintendent motive power, Central of Georgia; second vice-president, G. E. Bennett, superintendent motive power, Chicago & Eastern Illinois; third vice-president, P. H. Verd, superintendent motive power, Elgin, Joliet & Eastern; and secretary-

## Why the Railroads Need Higher Earnings



The investment in enlarged physical facilities has not kept pace with growth in traffic, and investors will not put up the money for improvements to railroad property unless they have reasonable assurance of earnings comparable to those which they could get from other investments. What investors think of the railroads, compared to other industry, is shown by the fact that railroad stocks are selling at an average price of about 50, while the average price of industrial stocks is more than 180.

\* \* \*

treasurer, C. M. Lipscomb, assistant to production engineer, Missouri Pacific.

The following new members were elected to serve on the executive committee: W. J. Crabbs, assistant chief motive power and equipment, Atlantic Coast Line; F. R. Denny, assistant mechanical superintendent, Texas & Pacific; T. C. Shortt, chief mechanical officer, New York, Chicago & St. Louis, and S. O. Rentschler, general manager, Elgin, Joliet & Eastern.

New members who will serve on the association's advisory board are as follows: A. K. Galloway, general superintendent motive power and equipment, Baltimore & Ohio; L. R. Christy, chief mechanical officer, Missouri Pacific; L. E. Dix, mechanical superintendent, Texas & Pacific; and A. G. Kann, general superintendent equipment, Illinois Central.

During the three-day meeting, eight committee reports were presented and discussed. These were: Air Brake Equipment, Maintenance of Diesel-electric Locomotives, Forging and Heat Treating, Modernization of Steam Locomotive Repair Shops, the Supervisor's Responsibility for Safety and Shop Tools and Welding.

At a joint meeting of the five mechanical associations H. J. Schulthess, chief of personnel, Denver & Rio Grande Western, presented a report on Personnel Training for the committee of which he was chairman. The report of the Committee on Safety, headed by W. H. Roberts, superintendent of safety, Chicago & North Western, was also presented at this joint meeting.

## Ops Ask 30 Per Cent More

Following a September 18 meeting in Cleveland, Ohio, of executive officers of the five railroad operating brotherhoods,

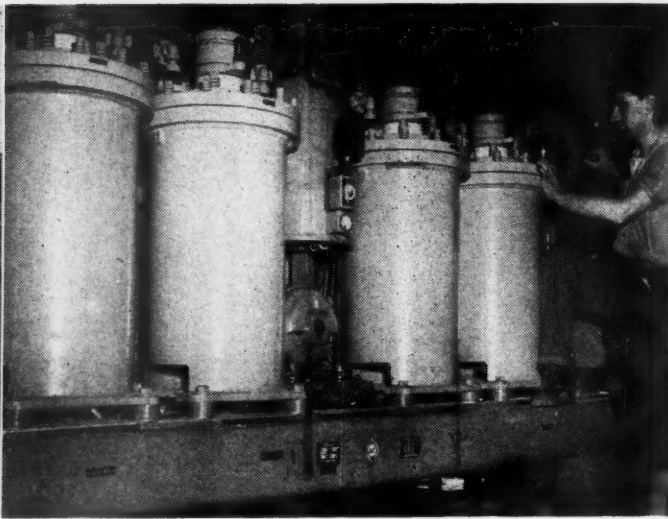
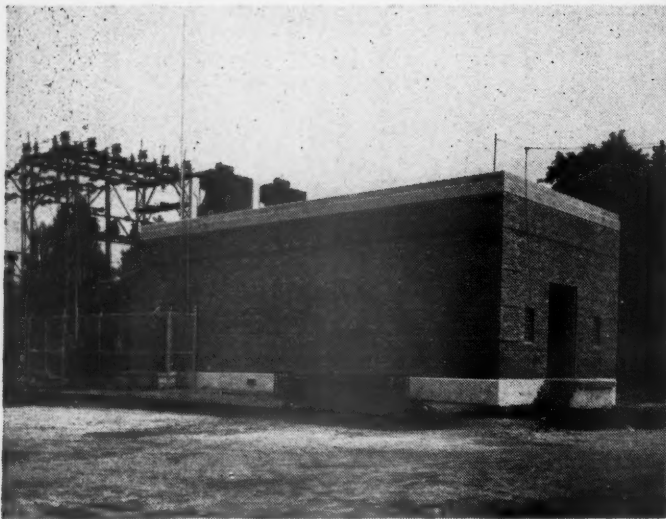
it was announced that demands for a 30 per cent increase in op wage rates will be served on the railroads September 30. The unions will ask that the increase be made effective November 1. The percentage specified will be asked subject to a minimum rise of \$3.00 per basic "day" and will be applicable to arbitrators, differentials, allowances and guarantees, it was stated. Meanwhile, negotiations between representatives of the operating brotherhoods and the carriers concerning the ops' rules change proposals are scheduled to get under way in Chicago early in October.

## Traveling Engineers Hold Annual Meeting

The Railway Fuel and Traveling Engineers' Association held its annual meeting at the Hotel Sherman, Chicago, on September 15 to 18, during which time it shared in two joint sessions of the five Coordinated Associations, all of which were in session during the same period. Of the total registration of 657 at the meeting of this association 47 were guests and 130 women.

J. D. Loftis, chief motive power and equipment, Atlantic Coast Line, addressed the members of the association, as did W. A. Callison, vice-president of the American Locomotive Company, who spoke on the Diesel Locomotive; P. H. Hatch, general mechanical superintendent of the New York, New Haven & Hartford, whose subject was Diesel Operation, and R. F. Ireland, president, Hanna Coal Company, who discussed the Coal Situation.

Reports on Training Diesel Engineers and Firemen, and on Front Ends, Grates and Ash Pans, prepared by members of the R.F. & T.E.A., were presented at the joint meeting of all of the associations on



### Long Island Completes First of Four New Substations

Left—The Long Island's first postwar electric substation at St. Albans, L. I., N. Y., built at a total cost of \$290,000, was placed in operation on September 9. This is the first of four similar substations to be located in the Jamaica, L. I., area as part of the broad improvement program promised in connection with the recent authorization to increase fares. (See *Railway Age* of July 19, page 61, and July 26, page 104.) Ground was broken July 14 for the second new substation at Cedar Manor, which is expected to be ready for service about November 1. Right—Installation of heavy-duty transformers, single-anode, multiple-tank mercury-vapor rectifiers and other electrical equipment was facilitated by transferring most of it from the war-surplus government-owned aluminum plant at Maspeeth, L. I., which the Long Island purchased for \$2,500,000. The new substation at St. Albans is constructed of brick and reinforced concrete, one story high, measuring 38 ft. x 58 ft., and is screened from neighboring residential structures by a row of linden trees.

\* \* \*

Wednesday, September 17. The handling of long freight and passenger trains and the relation of wheel characteristics to sliding were discussed at a later joint session with the Air Brake Association. At the remaining sessions of the R.F. & T.E.A. reports were presented on the Unit Cost of Coal for Locomotives, Modern Coaling Stations, Valve Motion, Coal Preparation, Lubrication of Locomotives, and Smoke Abatement.

The newly elected officers of the association for the ensuing year are: President, S. A. Dickson, transportation assistant, Gulf, Mobile & Ohio; vice-presidents, G. B. Curtis, road foreman of engines, Richmond, Fredericksburg & Potomac, W. R. Sugg, general supervisor air brakes and lubrication, Missouri Pacific, and W. E. Sample, superintendent fuel conservation, Baltimore & Ohio. The members of the Executive Committee who will continue to serve until the next election are R. D. Nicholson, road foreman of engines, New York, New Haven & Hartford; W. D. Quarles, assistant chief motive power, Atlantic Coast Line; E. G. Sanders, fuel conservation engineer, Atchison, Topeka & Santa Fe; F. T. McClure, supervisor air brakes, Atchison, Topeka & Santa Fe. Elected to serve for two years are G. Warner, fuel supervisor, Chesapeake & Ohio, Pere Marquette district; G. E. Anderson, general fuel supervisor, Great Northern; and A. O. Geertz, fuel engineer, Pennsylvania system. T. Duff Smith continues as secretary-treasurer.

### Way Cleared for Higher Rates in Canada

Wartime ceilings on freight rates in Canada have been removed by the Prices Board, and discussions have been undertaken by the Canadian Pacific and Canadian National to arrange for increasing

many rates without waiting for the outcome of their long-pending application before the Board of Transport Commissioners for authority to make a general 30 per cent increase. Such higher rates, however, would not be on the scale of the general boosts sought before the commissioners. They would be restricted by limitations in the rate structure.

In any event, the railways will continue their case before the Transport Board for increases aggregating about \$87,000,000 a year. Hearings on this application, which opened February 11, are scheduled to resume September 29 after a six-week recess.

Since 1942, Canadian transportation tariffs of all kinds—including railway rates—had been under direct Prices Board control and could not be hoisted without a board order. This clamp was super-imposed above that of the transport commissioners, who control the railways directly.

### See No N. Y. C. Gain in Tie with C. & O.

(Continued from page 59)

(law). Mr. LaRoe's objections to questions as to possible benefits of a C. & O.-N. Y. C. consolidation were sustained by Assistant Director Boles, and Mr. Purcell proceeded to interrogate the N. Y. C. officer as to the basis for his view that the association resulting from the Young-Bowman directorships would be adverse to the Central.

Mr. Patterson persisted in the view, saying that, so long as the Central is "by itself," connecting lines will remain neutral. The proposed association, he added, would set up conditions under which it would begin to lose business. The witness felt that way even though he had no doubt of the sincerity of C. & O. President Bowman's promise that all present routes would be kept open. He also told Mr. Purcell

that his objection does not run to the idea of railroad associations with each other, but to the specific proposal under consideration, coupled, as it was, with announcement of ultimate plans to promote a C. & O.-N. Y. C. consolidation.

Mr. Purcell's cross-examination of Mr. Place drew from that witness an admission that a good job had been done by Alleghany interests on the financial rehabilitation of the Nickel Plate. Mr. Purcell also asked whether or not the Central would benefit if Mr. Patterson were wrong, and the proposed association did bring increased business. Mr. Place agreed that "any increase in revenue would be of financial assistance to the New York Central."

**Central's Position** — In response to further questioning by Mr. Purcell, Mr. Place said that he had talked with N. Y. C. President Gustav Metzger following his direct testimony; and that Mr. Metzger had authorized him to state that the N. Y. C. position remains the same as it was when it invited Messrs. Young and Bowman to become members of its board. This invitation, extended to Messrs. Young and Bowman orally, was confirmed in a proxy statement sent out by the Central to stockholders on April 19, 1947. That proxy statement had been embodied in the earlier testimony of Mr. Bowman; and Mr. Place read it into the record again, identifying it as a statement of N. Y. C. policy which "still stands."

Meanwhile, the Virginian's presentation had also included the testimony of President F. D. Beale and other officers—T. E. McAndrews, traffic vice-president, and William Rogers Coe, vice-president and treasurer. President Beale told how the Virginian's friendly relationships with the Central had enabled it to build up a substantial traffic movement via the so-called Deepwater Bridge route. That is the



route between the southeast and the west over the Virginian to Deepwater, W. Va., where the Deepwater Bridge over the Kanawha river provides a connection with the Central.

Mr. Beale recalled that the 1929 application whereby his road obtained authority to construct the bridge had been "vigorously" opposed by the C. & O. He estimated that on the basis of present traffic levels business yielding the Virginian \$10,000,000 in annual revenues would be susceptible of diversion as a result of a C. & O.-N. Y. C. tie-up through Young-Bowman directorships. This testimony as to prospective traffic losses was elaborated upon by Vice-President McAndrews.

**The Virginian Objects**—In summing up, President Beale said further that the granting of the applications would "deprive the Virginian of the only friendly non-competitive western connection giving it access to an enabling it to compete for the traffic of the great Middle West"; accentuate its "unbalanced traffic situation" by diverting "nearly one-half of its comparatively small merchandise traffic"; and "impair the Virginian's ability to compete effectively with the Chesapeake & Ohio and the Norfolk & Western, with the result that not only will the service to the public be impaired immediately by the drying-up of the Virginian-New York Central through route but also the ability of the Virginian to furnish adequate and efficient transportation service generally will be endangered, particularly in times of economic stress."

Other protesting intervenors included various communities in Virginia and some in West Virginia, a group of Nickel Plate preferred stockholders, and the Chrysler Corporation and Packard Motor Car Company. The Nickel Plate was also an intervenor, but only in one of the three proceedings—Finance Docket No. 14692, which involves the C. & O.-Alleghany petition for release of the former's N. Y. C. stock from the voting trust.

In a statement made for the record, T. H. Burgess, Nickel Plate counsel, said that that road was appreciative of the benefits it had derived from its former relationship with the C. & O.; and it wants to continue on friendly terms with that carrier. At the same time, Mr. Burgess continued, the Nickel Plate is not concerned as to its ability to stand on its own feet. While it realizes that discontinuance of its tie-up with the C. & O. may result in some loss of traffic, it is confident that it can obtain other business to offset such losses. The C. & O.'s plan to divest itself of its holdings of Nickel Plate stock will be consummated on November 10 when such holdings will be distributed to C. & O. stockholders as a dividend.

### Boilermakers Hold Four-Day Meeting at Chicago

The Master Boiler Makers' Association held its thirtieth annual meeting at the Hotel Sherman, Chicago, on September 15 to 18, inclusive. President Frank A. Longo presided at the meeting attended by 257 members and 81 guests.

In addition to five committee reports on

boiler construction and maintenance presented and discussed during the four-day meeting the association was addressed by D. V. Gonder, general superintendent motive power and car equipment, Atlantic region, Canadian National, and by C. E. Pond, assistant to general superintendent motive power, Norfolk & Western. Mr. Gonder spoke on association benefits. Mr. Pond delivered an address on the accomplishments of the N. & W. in developing steam locomotives. Three papers, each on a different new design of steam locomotive boilers, were presented by A. J. Townsend, vice-president, engineering, Lima Locomotive Works; Arthur Williams, vice-president, Superheater Company; and Howard L. Miller, metallurgist, railroad development, Republic Steel Corporation, respectively.

The following officers were elected to serve for the year 1947-48: President: Sigurd Christopherson, supervisor of boiler inspection and maintenance, New York, New Haven & Hartford; vice-president and chairman of the executive board, Edward H. Heidel, general boiler inspector, Chicago, Milwaukee, St. Paul & Pacific; and secretary-treasurer, Albert F. Stiglmeier, general supervisor boilers and welding, New York Central System. E. H. Gilley, general boiler foreman, Grand Trunk Western, and R. W. Barrett, chief boiler inspector, Canadian National, were re-elected to the executive board for one year with Mr. Gilley also serving as secretary of the board. S. G. Longo, general boiler foreman, Southern Pacific, was elected to the executive board for one year to fill the office vacated by the retirement of B. C. King, formerly general boiler inspector, Great Northern.

### Maintenance Supply Men Hold Second Joint Exhibit

Continuing the policy established last year, the Track Supply Association and the Bridge and Building Supply Men's Association held their second joint exhibition of equipment devices, materials and supplies used in the construction and maintenance of the railways. This joint display, held in the exhibit hall of the Stevens Hotel, Chicago, supplemented the concurrent and partially joint meetings of the Roadmasters' and Maintenance of Way Association and the American Railway Bridge and Building Association held at the Stevens on September 16-18, as is reported elsewhere in this issue.

The officers of the Track Supply Association who were responsible for the planning, and conduct of the track portions of the exhibit this year were: President, H. M. McFarlane, O. F. Jordan Company, East Chicago, Ind.; first vice-president, J. B. Templeton, Templeton, Kenly & Co., Chicago; second vice-president, Kenneth Cavins, Fairmont Railway Motors, Inc., Chicago; secretary-treasurer, Lewis Thomas, Q. & C., Chicago. Directors of the association are: E. J. Brown, engineer of track, Burlington Lines (honorary); H. C. Hickey, Rail Joint Company, Chicago (ex-officio); W. A. Enstrom, Pettibone Mulliken Corporation, Chicago; G. W. Morrow, Worthington Pump & Machinery Corp., Chicago; W. A. Peck, the Rails Company, Chicago; R. W. Torbert,

Oxweld Railroad Service Company, Chicago; J. F. Van Nort, the Duff-Norton Manufacturing Company, Chicago; and Edward Wray, Railway Purchases and Stores, Chicago.

The officers of the Bridge and Building Supply Men's Association who, likewise, arranged for the exhibits of the members of their association were: President, W. Lyle McDaniel, Massey Concrete Products Company, Chicago; vice-president, Howard Mull, Warren Tool Corporation, Chicago; treasurer, G. R. Betts, Armco Drainage & Metal Products Co., Chicago; secretary, E. C. Gunther, the Duff-Norton Manufacturing Company, Chicago. The directors were: G. B. Coffey, A. M. Byers Company, Chicago (honorary); C. E. Croisant, the Lehon Company, Chicago; S. W. Hickey, *Railway Age*, Chicago; G. W. Morrow, Worthington Pump & Machinery Corp., Chicago; L. R. Robinson, Pittsburgh Pipe Cleaner Company, Pittsburgh, Pa.; and R. W. Torbert, Oxweld Railroad Service Company, Chicago.

In the election of officers of the Track Supply Association for the coming year, Mr. Templeton was advanced to president and Mr. Cavins to first vice-president; Mr. Torbert was transferred to second vice-president; and Mr. Thomas was re-elected secretary. New directors elected for a term of two years were: S. W. Hickey; S. D. Means, R. G. LeTourneau, Inc., Peoria, Ill.; and W. A. Maxwell, American Brake Shoe Company, Ramapo Ajax Division, Chicago.

In the election of officers of the Bridge and Building Supply Men's Association, Mr. Mull was raised to president; Mr. Betts was elected vice-president; Mr. Gunther was re-elected secretary; and S. W. Hickey was elected treasurer. The new directors, elected to terms expiring in 1950 were R. R. Clegg, American Lumber & Treating Co., Chicago, and H. R. Deubel, Chicago Pneumatic Tool Company, Chicago. The retiring president, W. Lyle McDaniel, becomes an honorary director.

A total of 96 companies, six more than last year, had displays at the exhibit. A list of these exhibitors, the names of their representatives present, and the products on display follows:

**Achuff Railway Supply Company, St. Louis, Mo.**—Rail anchor, spring washer, lubricator, tie-saver track pad—G. W. Achuff, H. G. Rowe, A. M. Wells.

**Air Reduction Sales Company, New York**—Welding equipment, welding and cutting torches, cutting machine, portable rail cropping machines, cylinders of welding and rare gases—C. B. Armstrong, L. D. Brennon, N. C. Brink, C. A. Daley, J. M. Driscoll, H. A. Hocking, W. S. Hopkins, Jr., J. W. Kenefic, L. C. McDowell, U. F. Portell, H. V. H. Stewart, E. F. Turner, D. J. Williams.

**American Brake Shoe Company, Ramapo Ajax Division, Chicago**—Rail lubricator, switch stands, adjustable rail brace—G. A. Carlson, R. Carmichael, C. P. Corrigan, E. E. Dailey, C. E. Godfrey, H. Hazelton, A. F. Hess, D. F. Hilton, J. V. Houston, A. F. Huber, J. S. Hutchins, J. P. Kleinkort, O. F. Magnus, W. A. Maxwell, James McComb, W. C. Muller, E. F. Needham.

**The American Fork & Hoe Co., Cleveland, Ohio**—Rail anchors, tapered rail-joint shims, safety rail fork—C. C. Connolly, W. E. Kelly, J. J. Nolan, D. L. O'Brien, Frank J. Reagan, John Skeel, R. J. Whalen.

**American Lumber & Treating Co., Chicago**—Photographs—R. R. Clegg, F. W. Gottschalk, Henry Garnjobst, R. B. Putnam.

**Armco Drainage & Metal Products, Inc., Middletown, Ohio**—Motor car shed, multi-plate pipe, tunnel liner plate, sheeting, perforated pipe, asbestos-bonded pipe, spiral welded pipe piling—C. H. Anderson, A. H. Baldwin, G. R. Betts, H. S. Claybaugh, E. T. Cross, J. D. Faylor, N. A. Powell, W. B. Roof, W. H. Spindler, Felix Truss.



A solid train of the new Merchants Dispatch refrigerator cars now going into regular service on the New York Central

Austin-Western Company, Aurora, Ill.—Air-operated working model of 30 yd. drop-door automatic dump car, photographs—Jess Mossgrove.

Barco Manufacturing Company, Chicago—Tie tampers, portable drillers, portable gas hammer—F. H. Bard, W. J. Behlke, R. F. Ingebrechtsen, C. O. Jenista, W. T. Jones, L. J. Lytle, J. L. McLean, C. L. Mellor, W. B. Miller.

Bernuth-Lembcke Company, New York—Models of elastic rail spike, tie-plate anchor spike, elastic rail spike, clamp plate—Wm. A. Fisher, A. C. Jack, B. Kuckuck.

The Buda Company, Harvey, Ill.—Power track drill, chore boy, jacks, crossing gates, aluminum track jacks, bonding drill, earth drill—J. W. Biety, E. J. Broholm, C. R. Burke, H. H. Cohenour, K. B. Fisher, W. A. Hart, C. Leetz, R. R. Mangan, R. J. Mulroney, D. Richards, J. W. Sanford, C. W. Smith, M. J. Rotroff, R. P. Williams, H. A. Wolfe.

Caterpillar Tractor Company, Peoria, Ill.—Interchangeable parts display, cut-away display—W. H. Hogan, H. J. Hunkele, F. E. Schaumburg, F. W. Vigneault, J. R.

Chicago Pneumatic Tool Company, New York—Pneumatic tools, electric tools, gasoline tie tamper, air compressors—C. L. Butler, A. J. Chevalier, S. A. Congdon, H. R. Deubel, J. E. Hoppling, W. Pallowick, E. S. Rosselle.

Chipman Chemical Company, Bound Brook, N. J.—De-icing and weed-killing compounds—M. De Coninck, L. A. Elson, G. S. Langson, N. J. Leavitt, W. H. Moyer, J. G. Murawski, A. J. Reading, W. Sawka.

City Sales Company, Chicago—Weed mower—R. F. Lindrooth.

Conley Frog & Switch Co., Memphis, Tenn.—Manganese spring frogs, manganese expansion rails for movable bridges, end-rails for turntables—R. T. Reilly, W. A. Summerhays.

Crerar, Adams & Co., Chicago—Track tools, fire extinguisher, crayons, track and bonding drills—R. W. Besant, T. J. Connally, Geo. J. Doyle, O. C. Liesendahl, H. C. White.

Cullen-Friedstedt Company, Chicago—Motion pictures of cranes and rail tongs—W. C. Bamber, L. B. Bertaux, C. J. Bronez, E. V. Cullen, F. P. Cullen, C. G. Edwards, T. G. Frazee, K. J. Huybers, Jos. F. Leonard, D. L. O'Brien, G. G. Prest, W. J. Roehl, George Rumble.

Dapco Products, Inc., Defiance, Ohio—Portable air compressors, paint spray gun, lubricating gun—George Deitrich, E. T. Smith.

Dearborn Chemical Company, Chicago—Rust preventive, rust preventive wrapper, sealing compound—D. B. Bishop, H. E. Johnston, D. D. Powers, C. C. Rausch.

Drinkwater, Inc., Waukegan, Ill.—Flexible pipe couplings, plans of couplings and gaskets, rubber gaskets, comparison of properties of natural and synthetic rubber, large illustrations of application, literature—M. S. Drinkwater, Charles M. Drinkwater, Jr., P. H. Eagon, E. E. Kahila, Fred E. Kreglow, J. R. Montgomery.

The Duff-Norton Manufacturing Company, Pittsburgh, Pa.—Track jacks, ball-bearing screw jacks, hydraulic jacks, journal jacks, automatic lowering jacks—D. F. Evans, E. C. Gunther, W. W. Moody, J. F. Van Nort.

Electric Tamper & Equipment Co., Ludington, Mich.—Electric tamping equipment, electric concrete vibrator, vibratory soil compactor, gasoline engines, concrete vibrator—H. W. Cutshall, A. W. Davis, Adrian del Paso, Jr., C. J. Derler, M. D. Hall, G. H. Haywood, J. F. Hensel, R. F. Hermann, A. B. Holt, C. Jackson, Wm. B. Joyce, J. T. Lydon, George J. Morris, L. S. Osborn, H. D. Piper, R. W. Purdy, J. M. Webb, M. S. Westlund.

Fairbanks, Morse & Co., Chicago—Motor car, engine generator, portable electric lanterns, demountable hub wheels—E. C. Golladay, R. F. Lane, J. F. Marquitz, W. L. Nies, C. B. O'Neil, C. A. Rauch, N. A. Sproesser.

Fairmont Railway Motors, Inc., Fairmont, Minn.—Inspection, section and gang motor cars, grouting equipment—George F. Adams, Clyde P. Benning, C. W. Brhel, W. D. Brooks, Kenneth Cavins, C. J. Dammann, C. H. Johnson, W. F. Kasper, Charles Rager, W. H. Ripken, Harmon Sly, R. W. Stenzel, W. M. Williamson.

Gradall Division, Warner & Swasey Co., Cleveland, Ohio—Motion pictures of grading machine in action—S. F. Beatty, Jr., Koop Ferwerda, Ray Ferwerda, F. M. Paul.

Gravelly Ia-No's, Inc., Davenport, Iowa—Utility tractor—Don Klein, H. W. Klein, Eugene Sawyer.

Hastings Signal & Equipment Co., Boston, Mass.—Overhead bridge and tunnel warnings, side clearance warnings, literature—Elmer G. Rogers, Marshall J. Ross, B. S. Snow.

Hayes Track Appliance Company, Richmond, Ind.—Photographs—Brice E. Hayes, Winchell Hayes, Herbert J. Mayer.

Homelite Corporation, Port Chester, N. Y.—Portable pumps, generators and blowers, one-man high-cycle electric chain saw—K. J. Clapp, P. R. Corbett, E. M. Gramm, T. W. Gramm, L. W. Kerr, Leon Neimic, Robt. Straetz, Nelson Thompson.

Hose Accessories Company, Philadelphia, Pa.—High and low pressure hose couplings, literature—George A. Allen, A. T. Dewees.

Hubbard & Co., Unit Rail Anchor Company, Inc., Chicago—Photographs—A. L. Fridley, J. H. Hines, N. A. Howell, A. C. Laessig.

Illinois Malleable Iron Company, Chicago—Rail anchors—Albert Ericson, Chas. G. Ericson, Dayton T. Hogg, Eugene C. Mann, Lloyd O. Stratton.

Independent Pneumatic Tool Company, Chicago—Pneumatic and electric drills, grinders, nut runners, hammers, paving breakers, rock drills, saws, impact wrenches—J. F. Corkery, D. Gibbons, J. A. Hill, B. H. Johns, W. A. Nugent, D. E. Randall, R. Schafer, F. J. Schiel, C. B. Sexton, Mark Sorenson, R. A. Sward, George Thoma.

Ingersoll-Rand Company, New York—Tie tampers, compressors, spike drivers, pneumatic tools and rock drill equipment—R. C. Baldwin, G. H. Brahier, J. Hanson, E. L. Hawes, H. L. Kent, R. Moon, T. Wiegand.

Jaeger Machine Company, Columbus, Ohio—Compressors, pumps, and concrete mixers—V. G. Mandt, R. Masters, R. McLean, J. Nolan, J. H. Yearling.

Johns-Manville, New York—Samples, pictorial display of corrugated asbestos shingles, transite pipe, asbestos roofs, transite smoke jacks—C. E.

Bryant, Jr., Geo. J. Campbell, Geo. E. Hall, H. J. Landis, W. G. Morehead, R. J. Offutt, Thomas O'Leary, A. C. Pickett, W. W. Prosser, P. E. Redding, F. C. Vandervort, L. T. Youhn.

O. F. Jordan Company, East Chicago, Ind.—Model of spreader-ditcher, photographs—J. P. Bowers, J. J. Dudzinski, L. J. Emmerling, J. C. Forbes, W. B. Joyce, H. M. McFarlane, W. J. Riley, Wm. Riley, C. W. Shipley.

The Joyce-Cridland Company, Dayton, Ohio—Automatic lowering jacks, track jacks, bridge jacks, journal jacks, air-operated jacks—John N. Miller, Dave Stockman, C. N. Thulin.

Kalamazoo Manufacturing Company, Kalamazoo, Mich.—Motor engine, transmission, motor car equipped with electric generator, electric drill, electric saw, floodlights, electric nut runner, track wheels, track gage, track level—Laurance Boswell, Geo. W. Hoover, R. E. Keller, Geo. E. Monroe, Howard Mull, P. J. Robischung, Lloyd Stratton, Henry Vogel, O. M. Youngquist.

The Kershaw Company, Montgomery, Ala.—Wheel-type cribber, augur-type cribber, rail derrick, spike-setter carriage, ballast plow, track dresser—Adrian del Paso, O. B. Duncan, John P. Crow, W. D. Hoffman, W. B. Joyce, Knox Kershaw, Royce Kershaw, J. F. Leonard, W. J. Roehl, H. H. Williams.

Koehring Company, Milwaukee, Wis.—Photographs of crane car, crawler crane—E. J. Goes, John Poulter, J. F. Robbins, J. R. Steelman, R. E. Stewart.

The Lehon Company, Chicago—Smooth and slate-surfaced asphalt roll roofing and shingles, cold-process roofs, waterproof felts, papers and fabrics, asphalt roof coatings, paint and cements, asphalt built-up roofs, waterproofing fabrics, felts and asphalts for bridge waterproofing—T. L. Connolly, C. E. Croissant, J. E. Eipper, Tom Lehon, A. C. Senseney, John W. Shoop.

LeRoI Company, Chicago—Tractor-mounted compressor, coupled to 60 c.f.m. trailer compressor, right-of-way mower, gasoline engine, air tools—A. J. Bartlett, Jr., R. E. Bell, C. W. Brown, J. H. Callahan, F. W. Cross, G. M. Dallas, R. M. Darr, J. G. Dean, J. M. Dolan, James T. Flynn, K. E. Gifford, Donald J. Hogan, George M. Hogan, J. E. Hogan, D. L. O'Brien, J. J. O'Brien, N. M. Sedgwick, S. H. Smith, L. O. Stratton, G. C. Weber.

Lima Locomotive Works, Lima, Ohio—Displays showing the application of shovels, cranes and draglines to maintenance of way work—M. K. Tate, Roy Wills, E. E. Worrell.

Link-Belt Speeder Corporation, Chicago—Motion pictures and color photographs of shovel, cranes and draglines in operation—R. B. Barnes, K. R. Merrick, G. H. Olson.

Littleford Bros., Inc., Cincinnati, Ohio—Crossing and platform roller—R. S. Arthur, D. D. Carter, L. W. Glaser.

The Lundie Engineering Corporation, New York—Tie jacks, rail lubricators, tie tongs—L. B. Armstrong, J. P. Armstrong, Charles Stone.

R. G. LeTourneau, Inc., Peoria, Ill.—High-speed, rubber-tired Tournapull; high-speed, rubber-tired Tournadozer—R. W. Burke, C. D. Fey, S. D. Means, R. P. Nichols, V. E. Pray, H. R. Powers, Keith Thompson, A. A. Tyrie, E. E. Weyeneth, W. B. Worden.



**Maintenance Equipment Company, Chicago**—Rail and range lubricator, switch-point protector, derail, photos of lubricators and rail layer—A. M. Heun, E. Overmier, T. E. Rodman and P. J. Wolf.

**Mack Welding Company, Duluth, Minn.**—Hand tongs—Charles McElderry, M. M. McElderry, Wm. R. McElderry.

**Mall Tool Company, Chicago, Ill.**—Rail drill attachment, flexible-shaft rail grinder, pneumatic chain saw, electric chain saw, electric drills, gasoline engine, circular saws, gasoline-powered vibrators—Earl W. Bettis, Howard Constant, H. Fred Jorgensen, E. M. Larson, A. W. Mall, Fred McGonigle, M. Rehnquist, R. Schwass, W. Hol. Slutz, C. K. Smith, D. Soderberg, John N. Thorp.

**Marvel Equipment Company, Chicago**—Track liners, electric, oil, gas and propane switch heaters, mowers, snow plows—A. M. Andersen, T. C. Coleman, Blake Howard, Fred Jorgensen, O. E. Quinton, J. N. Thorp.

**Massey Concrete Products Company, Chicago**—Photographs—Ross Clarke, W. Lyle McDaniel.

**Modern Railroads Publishing Company, Chicago, Ill.**—Copies of magazines—Roy Gurely, Paul Jackson, Frank Richter, Jack Rockwell, D. R. Watson.

**The Master Builders Company, Cleveland 3, Ohio**—Photographs, samples—V. S. Andrews, C. H. Borcharding, D. Burkhardt, J. Fellabum, A. S. Holway, W. Jaros, C. A. Lyon, F. W. Scripture, B. R. Wood.

**Morden Frog & Crossing Works, Chicago**—Rail braces and split switch parts—W. Homer Hartz, W. Homer Hartz, Jr., Geo. F. Killmer and Lyle I. Martin.

**Morrison Railway Supply Corporation, Buffalo, N. Y.**—Photographs, switch-point guard, adjustable gage holder—J. J. Desmond, George J. Diver, David Vogel.

**Murdock Manufacturing & Supply Co., Cincinnati, Ohio**—Check valves, air valves, drinking fountains, water service fixtures, post-type hydrant, railroad water service boxes, hydrants, street washers, diesel watering boxes, railroad specialty items—E. Leroy, J. Kelso Murdock, Robt. J. Murdock, H. F. Oswald.

**Nordberg Manufacturing Company, Milwaukee, Wis.**—Rail drill (new model), spike hammer, track gager, grinders, midjet grinder—Dave Anderson, W. B. Bliz, L. P. Brassy, George M. Cooper, George M. Dallas, J. R. Graham, Stan H. Haigh, James F. Hartley, John E. Hogan, W. S. Isaacs, Clyde K. Jensch, Eugene Larson, Ralph W. Payne, H. W. Protzeller, Will H. Reeves, J. W. Samson, Stanley H. Smith, Lloyd O. Stratton, H. H. Talboys, L. D. Whitaker, W. Conroy Wilson.

**Northwestern Motor Company, Eau Claire, Wis.**—Motor cars, rail slotter, rail surface grinder—M. W. Allen, F. W. Anderson, E. J. Baker, B. Beven, B. Church, W. Church, Otis B. Duncan, W. H. Haas, Wm. B. Joyce, C. E. Murphy, T. Murphy, J. Neimeyer, A. H. Nelson, George G. Prest, L. Roehl, Wm. J. Roehl.

**Oliver Iron & Steel Corp., Pittsburgh, Pa.**—Track bolts, frog bolts, switch bolts, heel-block bolts, gage rods, screw spikes, drive spikes, nuts, timber grips, eye bolts, machine bolts, carriage bolts, lag screws, rivets, hook bolts, small forgings—J. C. Cullinan, C. H. Reymeyer, Edward M. Welty, Carl Wingersen.

**Overhead Door Corporation, Hartford City, Ind.**—Working model of overhead door—Robert E. Myers, Wm. B. Rosenbaum.

**Owens-Illinois Glass Company, Toledo, Ohio**—Glass blocks—K. H. Cunningham, H. C. Fowler, E. P. Lockart, H. W. Paul, R. T. Whalen.

**The Oxweld Railroad Service Company, Chicago**—Photo-mural showing set-up for pressure-welding continuous stretches of rail, section of welded rail removed from track after eight years of service, chart showing the extent of use of welded rail on 26 roads—Lem Adams, G. P. Bogert, Bob Boyle, M. Burnett, Jr., W. E. Campbell, F. J. Duffie, H. V. Gigandet, F. J. Graham, E. B. Hall, Jr., F. C. Hasse, W. A. Hogan, P. Hunter, Jr., M. E. Keith, J. W. Lacey, P. T. McKinney, H. R. Miller, R. J. Nenneman, D. H. Pittman, J. H. Rodger, K. I. Thompson, R. W. Torbert, Steve Toth, J. E. Winslow.

**The P. & M. Co., Chicago**—Rail anchors—William Garrity, Geo. E. Johnson, John E. Mahoney, C. J. Miller, P. J. Moore, Jr., R. W. Payne, Max K. Ruppert, R. C. Schulze.

**Pettibone Mulliken Corporation, Chicago**—Cribbing machine, bucket loader, mechanical switchman, spring-switch compression gages, adjustable rail braces, trailing point lock, switch stands, electric locks, rerailers, hydraulic retarders for spring frogs, clamshell bucket—W. F. Brietzke, W. A. Enstrom, L. Kelly, E. C. Phillips, G. J. Slibeck, K. von Kampen, W. E. Weiss.

**Pittsburgh Pipe Cleaner Company, Pittsburgh, Pa.**—Pipe cleaning equipment—E. O. Berger, W. V. Cross, G. N. Kleist, E. C. McFadden, L. R. Robinson, R. T. Ruder.

**The Pocket List of Railroad Officials, New York**—Copies of Pocket List—Harold A. Brown, B. I. Wilson.

**Power Ballaster Division—Pullman-Standard**

**Car Manufacturing Company, Chicago**—Moving pictures and photographs of power tamping machine—C. B. Faverty, H. E. G. Mulligan, F. H. Philbrick, H. D. Richardson, Robert Sloan, J. J. Trant, Peter Young.

**The Q & C Co., New York**—Switch-point guard, guard-rail clamp, derails, compromise joints, adjustable rail brace, gaging tools, flange-way guard brackets, wheel stops, gage rods—Paul Chynoweth, L. E. Hassman, M. Iseldyke, Jr., G. G. Prest, W. L. Ricker, Lewis Thomas.

**Racine Tool & Machine Co., Racine, Wis.**—Unit tie tampers, portable power rail saws, rail drills, and bonding drills—Geo. W. Achuff, R. E. Bell, Stanley Haigh, R. B. Hill, E. R. Larson, Eugene Larson, E. R. Mason, C. E. Murphy, H. G. Rowe, S. P. Schafer, A. M. Wells.

**Railroad Equipment, Chicago**—Copies of publications—John C. Broderick, Maxwell A. Brown, Robert M. Clancy, Philip C. Hopkins.

**The Rail Joint Company, New York**—Standard, insulated and compromise rail joints—W. J. Acker, V. C. Armstrong, Alex Chapman, G. M. Clodfelter, E. A. Condit, H. L. Emerson, R. W. J. Harris, H. C. Hickey, H. L. Lansing, G. H. Larson, J. N. Meade, T. I. Moore, R. W. Payne, Thomas Ryan.

**Railroad Products Company, Cincinnati, Ohio**—Switch stand, pollution-proof coach hydrants, water columns—Otis B. Duncan, Dan J. Higgins, F. J. McDonough, Jas. W. McGarry, George G. Prest, Henry Vogel, Ben Wickemeier.

**The Rails Company, New Haven, Conn.**—Compression rail anchors, M. & L. track construction, automatic switch lock, bridge tie anchor, propane switch heaters, full-throated cut spike, screw spike—R. E. Bell, R. H. Bell, Lester T. Burwell, L. E. Flinn, F. W. Gale, F. W. Holstein, Milburn Moore, W. A. Peck, J. V. Wescott.

**Railway Engineering & Maintenance, Chicago**—Copies of publication—C. M. Burpee, M. H. Dick, R. E. Dove, W. G. Downie, S. W. Hickey, N. D. Howard, P. D. Juraschek, C. R. Knowles, F. C. Koch, J. G. Little, H. E. McCandless, H. H. Melville, C. W. Merriken, Jr., H. E. Michael, G. A. Murphy, Jr., F. W. Smith, F. W. Tomlinson, W. L. Turner, Jr., J. S. Vreeland, J. W. Walton, E. E. Williams.

**Railway Purchases and Stores, Chicago**—Copies of publication—J. P. Murphy, K. F. Sheeran, Edward Wray.

**Railway Track-Work Company, Philadelphia, Pa.**—Rail grinding equipment, rail drill—Wm. D. Hoffman, John B. Moore.

**Reade Manufacturing Company, Jersey City, N. J.**—Harrop Chemical Company, Chicago—Railroad weed killing chemicals and spray equipment, gas switch heater, waterproofing compound—D. M. DeWitt, T. Moore, C. A. Parish, Chas. F. Reade, Chas. H. Reade, L. J. Reade, Jack Stazle, W. L. Tanner, O. J. Weber.

**Roseman Tractor Mower Company, Evanston, Ill.**—Tractor with mower, tractor with front-end loader, tractor with rotary sweeper—J. Corzine, J. E. Hoffman, J. A. Roseman, Jr., W. J. Roseman.

**Rust-Oleum Corporation, Evanston, Ill.**—Photos of Rust-Oleum applications; other practical uses—A. B. Arnold, Waldo E. Bugbee, W. J. Church, W. R. Collins, R. A. Fergusson, W. W. Fetner, W. D. Jenkins, E. W. Kush, C. W. Matthews, C. E. Murphy, Frank B. Nugent, R. L. Nutt, Jos. C. Simmons, F. M. Sweeney, J. N. Thorp, F. O. Walsh, Jr., J. M. Welles.

**Schramm, Inc., Fest Chester, Pa.**—Compressor and pneumatic tools—Fred L. Eckert, Roy Hearl, W. Lake, Gordon Norden, Andrew A. Tyrie.

**Sherburne Company, Boston, Mass.**—Bridge warning device—P. S. Chynoweth.

**Sperry Products, Inc., Hoboken, N. J.**—Literature on detector-car service, model car, samples of rail defects—C. B. Bruse, J. W. Dice, J. W. Dickerson, J. M. Dickey, W. K. Hooper, S. P. Murphy.

**Taylor-Colquitt Company, Spartanburg, S. C.**—Animated display of vapor-drying process, literature—William E. Gadd, D. M. Graves, A. B. Taylor, Jr.

**Teleweld, Inc., Chicago**—Literature on service for railroads—H. E. Finley, O. R. Hansen, C. W. McKee, H. E. McKee, E. J. Jayton, J. A. Roche.

**Templeton, Kenly & Co., Chicago**—Track jacks, rail expanders, tie spacers, journal jacks, bridge jacks, hydraulic pullers, track shifters, push and pull jacks, Util-A-Tool aluminum bridge jack stand—R. B. Hill, F. J. Jakoubek, A. C. Lewis, G. G. Prest, L. F. Roehl, E. T. Scott, W. Simpson, Alvin M. Smith, J. B. Templeton.

**Thornley Railway Machine Company, Joliet, Ill.**—Cribbing machine—F. L. McMillan, E. M. Thornley.

**Timber Engineering Company, Washington, D. C.**—Model trusses, model showing timber connector construction, samples of timber connectors—F. E. Carroll, R. L. Fletcher, L. Lohsand.

**The Union Metal Manufacturing Company, Canton, Ohio**—Foundation pilings—J. R. Burkey, M. B. Grant, D. T. Greth, J. W. Lewis.

**United Laboratories, Inc., Cleveland, Ohio**

Samples of flooring material, miniature railway yard, photos, literature, traffic and wear demonstration machine—Geo. T. Lowry, Robert L. Meyer, L. E. Seng.

**Warren Tool Corporation, Chicago**—Claw bars, sledge hammers, track chisels, spike mauls, track tools—Howard Mull, Oscar W. Youngquist.

**Woodings-Verona Tool Works, Woodings Forge & Tool Co., Chicago**—Rail anchors, fixed-tension spring—C. K. Luyster, R. J. McComb, G. L. McKewin, J. M. Moore, Geo. Snyder, W. H. Woodings.

**Woolery Machine Company, Minneapolis, Minn.**—Weed burners, tie cutter—R. J. Moe, H. M. Woolery, W. F. Woolery.

**J. A. Zurn Manufacturing Company, Erie, Pa.**—Coach watering hydrants, back water valves, strainers—Frank J. Seigel, John P. Tansey.

## Express Drivers Strike at New York

Operations of the Railway Express Agency in New York and some points in the metropolitan area were paralyzed at midnight September 16, except for carload shipments and protection of perishables, by a "wildcat" strike of employees affiliated with a local of the International Brotherhood of Teamsters, the American Federation of Labor union of which Daniel J. Tobin is general president. The strike occurred without warning while negotiations as to wage increases and changes in working rules were under discussion, and was described by the R.E.A. as in violation of the union contract and of the Railway Labor Act.

An order from Mr. Tobin to the teamsters' local to return to work and abide by the terms of its contract and the requirements of the law had not been effective when this issue went to press. The agency stated that, before the strike occurred, it had offered the teamsters a pay increase of 15½ cents per hour, the amount awarded non-operating railroad employees in the recent arbitration proceedings in Chicago, and had expressed willingness to continue negotiations concerning the rules changes.

## Program of Communications Section Meeting

The Communications Section of the Association of American Railroads will hold its 1947 annual meeting at the Hotel Roney Plaza, Miami Beach, Fla., October 21, 22 and 23. W. D. Neil, general manager of communications, Canadian Pacific, will preside as chairman, and the program will include not only the reports of the nine standing committees, but also several addresses and technical papers.

Addresses are to be given by J. H. Aydelott, vice-president, operations and maintenance department, Association of American Railroads, and C. H. Sauls, general manager of the Seaboard Air Line, whose subject is the Value of Efficient Communications in Modern Railroad Operation.

Titles of the papers and the authors are as follows: Some Design Techniques for Improved Performance on Telephone Dispatching Circuits, by L. A. W. East, chief engineer, communications, Canadian Pacific; Development of Railroad Mobile Communication Equipment, by A. A. Curry, product engineer, Farnsworth Television & Radio Corp.; Wire Recording and Radio Broadcast for Entertainment Purposes, by P. B. Patton, mobile communications divi-

sion, Farnsworth Television & Radio Corp.; Systems and Equipment Design for Maximum Spectrum Utilization in the Mobile Radiotelephone Services, by D. E. Noble, director of research, Motorola Inc.; Type of Power Supply for Communication Equipment Installed in Cabooses, by E. H. Musgrove, radio engineer, Denver & Rio Grande Western; Design and Principles of Public Address Systems, Including Two-Way Yard Operation, by William H. Johnson, sales engineer, Webster Electric Company; Mechanizing Car Records and Facilitating Freight Train Operation by Use of I.B.M.-Teletype Machines, by H. H. Woodruff, transportation representative, International Business Machines Corporation; and Reperforator Switching Systems for Railroad Telegraph Service, by A. F. Connery, central office engineer; and R. F. Dirkes, patron system engineer, Western Union Telegraph Company.

### R. R. Young, in Radio Interview, Again Blasts A. A. R.

Appearing September 19 as a guest on the Mutual Broadcasting System's "Meet the Press" radio program, Robert R. Young, chairman of the Chesapeake & Ohio, told a group of interviewing Washington, D. C., newspapermen that the purpose of the Federation for Railway Progress, of which he also is chairman, is to accomplish what the Association of American Railroads "should but does not." At the same time, Mr. Young asserted that the A. A. R. will "change its habits" if he and Robert J. Bowman, president of the C. & O., are granted authority by the Interstate Commerce Commission to hold directorships on the New York Central.

The program originated from Washington, where Messrs. Young and Bowman had appeared earlier the same week before C. E. Bowles, director of the commission's Bureau of Finance, with respect to their applications to join the N. Y. C. board.

In addition to blasting the A. A. R., Mr. Young also contended, in response to questions put before him, that the commission should not long "deliberate" on the railroad's Ex Parte 166 application for increased freight rates, particularly in view of the recent 15½ cents per hour wage increase to non-operating employees. The C. & O. chairman said further that the railroads under present conditions are heading toward government ownership.

When asked if he thought it in the public interest for the C. & O. and "30 other railroads" to have petitioned for modification of the I. C. C.'s recent order requiring the installation of additional signaling and train control facilities on high-speed lines, Mr. Young did not answer the question specifically. His reply was a general statement that it was in the public interest that all railroads "should be operated with signals and safely." He added that he thought decisions as to how that was to be accomplished should be left to railroad managements, but he also thought that railroad managements "owe the traveling public safety however it is arrived at."

When the questioner came back to ask if the C. & O. were one of the petitioners for modification of the signaling order, Mr. Young said he did not know "whether

we were or not," but he would be "surprised if we were." But the questioner insisted upon identifying the C. & O. as one of the petitioners, and Mr. Young then said: "Well that's one of the difficulties of being a member of the Association of American Railroads. You never know what you're doing." Presumably he then had in mind the fact that the C. & O.'s partial withdrawal from the A. A. R. left it participating in activities of the association's Operations and Maintenance Department, which includes the Signal Section; but the A. A. R. has made no presentation with respect to the signaling order, the petitions for modifications having been filed by individual roads. The C. & O. petition was noted in the *Railway Age* of August 2, page 55.

Mr. Young also discussed to some extent improvements he would make with respect to passenger traffic on the N. Y. C., if given the opportunity. Among these would be the installation of a central reservation bureau, which, he said, will soon be put into operation on the C. & O. On that road, he explained, a prospective passenger will be able to make a five-cent telephone call from anywhere along the C. & O., reach the road's central reservation bureau at Huntington, W. Va., reserve his space and have his ticket waiting for him when he boards the train.

Queried with respect to his political ambitions, Mr. Young replied that "any American boy, if he's a human being and a real boy, would like to be President of the United States." In response to a subsequent question, he said he was not seeking the Presidential nomination, and went on to explain that, in making the foregoing remark, he thought he had "simply stated what any American boy would have answered."

### \$2 Per Diem Order Appealed to Courts

(Continued from page 59)

or switching district in the instances and under conditions specified in detail . . . all of which related to standards of performance."

Cited findings of the proposed report included one holding that the commission might assume that the then-existing per diem rate "was reasonably compensatory and covered the cost of ownership, including a return on investment"; and another saying "it is clear that a penalty per diem charge, if imposed should have a direct relation to delinquent handling, and that the failure to so limit any such penalty would result in obvious inequities."

**Cost to Carriers**—Noting that the commission rejected the examiners' conclusions, the petition went on to contend that the imposition of a "penalty element" in the general per diem charge, as ordered by the commission, "seriously and adversely affects the financial position" of so-called "debit roads." It proceeded to set out examples indicating what certain roads would have had to pay in additional per diem charges if the \$2 rate had been in effect during 1946. The roads thus selected included the New York, New Haven & Hart-

ford, where the additional cost would have been \$2,089,646; Boston & Maine, \$1,048,421; Erie, \$1,147,153; New York Central, \$3,174,445; Central of New Jersey, \$723,994; Chicago & North Western, \$438,986; Southern Pacific-Pacific Lines, \$1,561,073; Texas & New Orleans, \$1,030,896.

It was the general contention of the petitioners that the commission's authority over the amount to be paid by one railroad for the use of another's cars is limited to the matter of adequate compensation. And the petition asserted that there was no hearing as to that matter, because the railroads were advised by the examiners "that the issue involved was whether or not the establishment of a penalty in addition to such compensatory charges would promote greater efficiency in the use and increase the supply of cars." Thus the order was called an "arbitrary" one which will "deprive petitioners of their property without due process of law."

Moreover, it was further asserted that "even if the commission had the power to use the per diem charge as an instrument of regulation to control the movement and return of cars," the order was still "arbitrary" in that the imposition of the penalty element "is not related to or dependent on any standard of efficiency or inefficiency in the handling of cars and would apply to cars which are being handled with maximum efficiency." Another contention was that the order will not promote efficiency, "but, on the contrary, the penalty thereby imposed, if effective as a stimulus to the movement of cars, will frustrate such purposes and will seriously prejudice petitioners, shippers and receivers of freight and the public generally in causing a less efficient and expeditious use of this country's freight car supply."

### Col. Preisch Back in New York

Colonel William W. Preisch, furloughed division superintendent of the Lehigh Valley at Buffalo, N. Y., who has been the railroad member of President Truman's mission in connection with the Greek-Turkish aid program, has returned to the United States from Turkey. He returns to duty at the New York Port of Embarkation, where he saw service prior to going overseas in 1942.

### Gross Quits New York Job

Charles P. Gross, wartime chief of the Army Transportation Corps, last week resigned his position as chairman of the New York City Board of Transportation, the agency operating the publicly owned subway and other rapid transit lines and bus lines.

### Colonel Lasher Honored

Colonel E. C. R. Lasher, who recently completed his tour of duty as chief of the Movements Control Division, Army Transportation Corps, was guest of honor at a testimonial dinner in Washington, D. C., on September 23. Colonel Lasher was the wartime deputy chief of the former Traffic Control Division which has been merged into the Movements Control Division.

His present assignment is to the Army War College in Washington, and he has been succeeded as chief of the Movements



Control Division by Colonel E. B. Gray, who was one of the speakers at the dinner. Others who paid tributes to Colonel Lasher included Colonel J. Monroe Johnson, director of the Office of Defense Transportation; Major General Edmond H. Leavey, the Army's chief of transportation; R. V. Fletcher, special counsel and former president of the Association of American Railroads; J. M. Hood, president of the American Short Line Railroad Association; and representatives of other forms of transportation and of the Navy, Marine Corps and Air Forces. Arthur H. Gass, director of O. D. T.'s Railway Transport Department, was toastmaster.

### Air Line Seeks 33 $\frac{1}{3}$ Per Cent Slash in Freight Rates

A proposed reduction of 33 $\frac{1}{3}$  per cent in air freight rates to become effective on October 25 has been filed with the Civil Aeronautics Board by the United Air Lines, Harold Crary, vice-president-traffic and sales, announced last week. The new rates—affecting nearly all shipments weighing from 25 lb. to 16,000 lb.—will cut present tariffs from approximately 21 cents to about 12 cents per ton-mi., and provide the lowest air freight tariff in history on a nationwide basis, Mr. Crary asserted. The decrease will bring reductions on United's air-freight charges to over 50 per cent within the past three months.

### Chicago Allied Supply Exhibit Included 96 Firms

At the annual meeting, in the Hotel Sherman in Chicago, of the Coordinated Mechanical Associations, the Air Brake Association, Car Department Officers' Association, Master Boiler Makers' Association, Railway Fuel and Traveling Engineers' Association and the Locomotive Maintenance Officers' Association—the exhibit of the Allied Railway Supply Association on September 15 to 18, inclusive, was made up of a large number of locomotive, car and shop equipment devices representing the railway products of 96 member companies. In addition, as the list herewith indicates, there were 11 member companies not represented in the exhibit:

At a meeting of the Allied Railway Supply Association held during the Chicago convention, the following officers and directors were elected for the coming year: President, E. H. Weaver, Westinghouse Air Brake Company; first vice-president, Bradley S. Johnson, W. H. Miner Company; second vice-president, W. C. Sanders, Timken Roller Bearing Company; third vice-president, R. A. Carr, Dearborn Chemical Company; fourth vice-president, C. O. Janista, Barco Manufacturing Company; fifth vice-president, W. T. Lane, Franklin Railway Supply Company; and secretary-treasurer, C. F. Weil, American Brake Shoe Company.

Directors are: John Baker, Locomotive Firebox Company; V. E. McCoy, National Aluminate Company; George T. Badger, Paxton-Mitchell Company; S. W. Hickey, Simmons-Boardman Publishing Corporation; John S. Dixon, Lima Locomotive Works; H. C. Hallberg, Waugh

Equipment Company; George Green, American Locomotive Company; Bard Browne, Superheater Company; C. R. Busch, Unit Truck Corporation; F. E. Moffett, National Malleable & Steel Castings Company; F. Rutherford, Vapor Car Heating Company; J. L. Smith, New York Air Brake Company; and J. A. MacLean, MacLean-Fogg Lock Nut Company.

#### List of Exhibitors

Air Reduction Sales Co., New York 17.  
Adjuster Co.  
Ajax-Consolidated Co., Chicago 24.  
American Arch Co., New York 17.  
American K.A.T. Corp., New York.  
American Locomotive Co., New York 7.  
American Steel Foundries, Chicago 11.  
American Welding & Mfg. Co., Warren, Ohio.  
Apex Machine & Tool Co., Dayton 2, Ohio.  
Arrow Tools, Inc., Chicago.  
Badeker Manufacturing Co., Chicago 12.  
Barco Manufacturing Co., Chicago 40.  
Brickseal Refractory Co., Hoboken, N. J.  
Buckeye Steel Castings Co., Columbus 7, Ohio.  
Cardwell-Westinghouse Co., Chicago 4.  
Champion Transportation Sales, Inc., Chicago.  
Chemical Appliance, Inc.  
Chicago Freight Car Parts Co., Chicago 1.  
Chicago Pneumatic Tool Co., New York 17.  
Chicago Railway Equipment Co., Chicago 9.  
Dampney Co. of America, Boston, Mass.  
Dearborn Chemical Co., Chicago 4.  
Detroit Lubricator Co., Detroit 8, Mich.  
Enterprise Railway Equipment Co., Chicago 5.  
Eutectic Welding Alloys Corp., New York 13.  
Ewald Iron Co., Louisville, Ky.  
Fairbanks, Morse & Co., Chicago 5.  
Flannery Bolt Co., Bridgeville, Pa.  
Franklin Railway Supply Co., New York 17.  
Garlock Packing Co., Palmyra, N. Y.  
Great Lakes Steel Corp., Ecorse, Mich.  
Hanna Stoker Co., Cincinnati 27, Ohio.  
Holland Co., Chicago 4.  
Hollup Corp. Div., National Cylinder Gas Corp., Chicago 50.  
Hulson Grate Co., Keokuk, Iowa.  
Hunt-Spiller Manufacturing Corp., Boston, Mass.  
Hyster Truck Co., Portland 8, Ore.  
Independent Tool Co., Chicago 6.  
Ingersoll-Rand Co., New York 4.  
International Metallic Packing Corp.  
Iron & Steel Products, Inc., Chicago 33.  
Johns-Manville Corp., New York 16.  
Leslie Co., Lyndhurst, N. J.  
Lima Locomotive Works, Lima, Ohio.  
Locomotive Finished Material Co., Atchison 1, Kan.  
Locomotive Firebox Co., Chicago 4.  
Lunkenheimer Co., Cincinnati 14, Ohio.  
MacLean-Fogg Nut Co., Chicago 39.  
Magnaflux Corp., Chicago 31.  
Magnus Brass Manufacturing Co., Cincinnati 2, Ohio.  
Manning, Maxwell & Moore, Inc., Bridgeport 2, Conn.  
Miller Felpax Co., Winona, Minn.  
Miller Waste Mills, Inc., Winona, Minn.  
Miner, W. H., Inc., Chicago 4.  
Modern Railroads (magazine), Chicago 6.  
Monarch Packing Co., Chicago.  
Monroe Auto Equipment Co., Monroe, Mich.  
Nathan Manufacturing Co., New York 29.  
National Aluminate Corp., Chicago 38.  
National Malleable & Steel Castings Co., Cleveland 6, Ohio.  
New York Air Brake Co., New York 17.  
Oakite Products, Inc., New York 6.  
Oil-Dri Corp. of America.  
Okadee Co., Chicago 4.  
Oxi Corp., Gary, Ind.  
Oxweld Railroad Service Co., Chicago 1.  
Paxton-Mitchell Co., Omaha 5, Neb.  
Pilliod Co., New York 7.  
Railroad Equipment (magazine), New York 7.  
Railway Equipment & Publication Co., New York.  
Railway Purchases & Stores, Chicago.  
Railway Service & Supply Corp., Indianapolis 7, Ind.  
Republic Steel Corp., Cleveland 1, Ohio.  
Sargent Co., Chicago 13.  
Shanahan, R. S., Co.  
Simmons Boardman Publishing Corp., New York 7.  
Sinkler, Joseph, Inc., Chicago 3.  
Snap-on Tools Corp., Kenosha, Wis.  
Spring Packing Corp., Chicago 3.  
Standard Car Truck Co., Chicago 4.  
Standard Stoker Co., New York 17.  
Superheater Co., New York 17.  
Superior Hand Brake Co., Chicago.  
Swanson, O. W., Co., Chicago 25.  
Thulin, E. E., Co.  
Timken Roller Bearing Co., Canton 6, Ohio.  
Trimont Manufacturing Co., Boston 19, Mass.  
T-Z Railway Equipment Co., Chicago 3.  
U. S. Metallic Packing Co., Philadelphia 23, Pa.  
Union Asbestos & Rubber Co., Chicago 4.  
Unit Truck Co., New York 6.  
Universal Railway Devices Co., Chicago 4.  
Valve Pilot Corp., New York 17.

Van Der Horst Corp. of America, Olean, N. Y.  
Vapor Car Heating Co., Chicago 4.  
Viloco Railway Equipment Co., Chicago 4.  
Watson-Stillman Co., Roselle, N. J.  
Waugh Equipment Co., New York 17.  
Westinghouse Air Brake Co., Wilmerding, Pa.  
Whiting Corp., Harvey, Ill.  
Wilson Engineering Corp., Chicago 3.  
Wine Railway Appliance Co., Toledo 9, Ohio.  
Worthington Pump & Machinery Corp., Harrison, N. J.

#### Non-Exhibiting Members

American Car & Foundry Co., New York 7.  
Baldwin Locomotive Works, Philadelphia 42, Pa.  
Detroit Graphite Co., Detroit 16.  
General Refractories Co., Philadelphia 7, Pa.  
Griffin Wheel Co., Chicago 11.  
Huron Manufacturing Co., Detroit 7.  
Lehon Co., Chicago 9.  
Magnus Metal Corp., New York 6.  
Pyle-National Co., Chicago 51.  
Standard Railway Equipment Co., Chicago 4.  
Texas Co., New York.

### Car Officers Meet with Four Other Bodies at Chicago

The Car Department Officers' Association, one of the five Coordinated Associations of mechanical department supervisors which held their annual meetings at the Hotel Sherman September 15 to 18, with an extensive exhibit of railway car and locomotive equipment conducted by the Allied Railway Supply Association, Inc., elected the following officers for the ensuing year:

President, I. M. Peters, secretary and superintendent, Crystal Car Line, Chicago; vice-presidents, P. J. Hogan, supervisor car inspection and maintenance, New York, New Haven & Hartford, New Haven, Conn.; G. H. Wells, assistant to superintendent car department, Northern Pacific, St. Paul, Minn.; J. A. Deppe, superintendent car department, Chicago, Milwaukee, St. Paul & Pacific, Milwaukee, Wis.; J. D. Rezner, superintendent car department, Chicago, Burlington & Quincy, Chicago. F. H. Stremmel, assistant to the secretary, A.A.R., Mechanical Division, Chicago, was re-elected secretary-treasurer.

During the convention the association received and discussed eight reports and was addressed by L. L. White, vice-president, Chicago & North Western, and K. F. Nystrom, chief mechanical officer, Chicago, Milwaukee, St. Paul & Pacific. The committee reports were on the following subjects: Loading Rules, Interchange and Billing for Car Repairs, Car Department Automotive Equipment, Freight Car for Modern Requirements, Passenger-Car Truck Maintenance, Passenger-Car Painting and Its Maintenance, Car Lubrication Practices, and Causes of Equipment Failures.

The registration, including ladies, was 677, of whom 646 were members and guests.

### Air Brake Association Holds First Meeting Since 1930

After a lapse of sixteen years the Air Brake Association met in a three-day session at the Hotel Sherman, Chicago, on September 15-17. President W. F. Peck, supervisor of air brakes, Baltimore & Ohio, presided over the meetings, which were the first to be held jointly with the Coordinated Mechanical Associations. The total registration for the association was 183, of which 14 were women, 55 were guests, and the remainder members.

At the conclusion of the meetings the following officers were elected to serve during 1947-48: President, W. E. Vergan, superintendent of air equipment and Diesel operation, Missouri-Kansas-Texas lines; vice-presidents, R. C. Cousens, general supervisor of air brakes and train control, Boston & Maine, R. G. Webb, superintendent of air brakes, Chicago, Milwaukee, St. Paul & Pacific, and C. E. Miller, superintendent of air brakes and steam heat, New York Central system. C. V. Miller, general supervisor of air brakes, New York, Chicago & St. Louis, was elected a member of the executive committee. F. C. Goble, general air-brake supervisor, New York, New Haven & Hartford, continues as secretary-treasurer.

The Air Brake Association met with the Locomotive Maintenance Officers' Association for the joint consideration of the report of the latter on air brake maintenance, and with the Railway Fuel and Traveling Engineers' Association for the consideration of passenger- and freight-train handling and the relation of wheel characteristics to sliding. The following subjects were considered in the Air Brake Association's own sessions: No. 6 BL Brake Equipment; Aftercoolers and Automatic Drain Valves; Type F2 Lubricators; Effect of Heating Sheds on Air-Brake Devices; and Testing Electro-Pneumatic Brake on Lightweight Trains.

### Peak Will Require Still Better Car Utilization—Kendall

The coming of the usual fall traffic peak into a freight-car situation which "continues very tight in all sections" makes it "extremely necessary that equipment be conserved to the utmost by prompt loading and unloading by shippers and receivers and prompt handling by carriers in transit and terminal service," Chairman Warren C. Kendall of the Car Service Division, Association of American Railroads, warned in his latest monthly review of the "National Transportation Situation." Meanwhile, Mr. Kendall was able to report that shipper detention of cars beyond the free time was less in August than in July, and that the railroads "matched this improvement" by decreasing the average turn-around time of cars.

The August proportion of cars detained in excess of the free time was 16.06 per cent, which compared with 17.74 per cent for July. The average turn-around time of all freight cars in August was 12.82 days, which compares with July's average of 14.21 days and which was the lowest since October, 1941.

In his usual discussion of equipment conditions by types of cars, Mr. Kendall dealt first with open tops, noting that, although coal production has fallen off "considerably" in recent weeks, the "extremely heavy demand for hoppers for other than coal loading continues and will probably show no abatement until late in October when many construction jobs should be finished or suspended on account of unfavorable weather." Meanwhile, the lake coal and ore movements are "progressing satisfactorily," while overseas coal shipments established a new record in August with 5,028,571 gross tons dumped as compared

with the previous record of 4,430,000 tons last May.

**Gondolas Scarce**—The gondola supply "continues very tight with shortages reported from most sections," and here, too, Mr. Kendall found little prospect for relief until weather conditions curtail construction work. Moreover, the sugar beet harvest now getting under way "will require the constant use of 8,000 gondolas until about December 1 and the general supply in the Central West and Northwest, which is already tight, will be severely strained."

The demand for flat cars "is heavy in all sections," but the supply is "reasonably good, except in the Pacific Northwest where lumber requirements are in excess of supply and in the Central West where strike-deferred shipments of agricultural machinery are very heavy." In the latter connection, Mr. Kendall said that empty flats are being moved into the shortage areas as they become available elsewhere, "but the general heavy demand prevents fleet movements."

With respect to covered hoppers, the C. S. D. chairman reported that "there appears to be little improvement in supply," despite the installation of 4,258 new cars of this type since January 1, 1946. With loadings of such cars 45.5 per cent above last year, the railroads had 2,422 more covered hoppers on order as of August 31.

The arrival of the peak seasonal loading period has greatly accentuated the problem of distributing equitably the available box-car supply, "already stretched thin by the abnormal production of agricultural crops and the government's heavy export food program," Mr. Kendall next reported. He added that the supply of box cars remains inadequate to meet the requirements, and "deficiencies are reported in all sections of the country." Only in the case of automobile cars has the supply been sufficient, and that situation has been due to the fact that the production of automobiles and parts "continues to encounter some difficulties" in the way of steel shortages and "work stoppages."

**Livestock Moving**—As to stock cars, the report said that "practically all western lines" are requesting "substantial assistance" to meet the "heavy increase" in demand for this type of equipment. The demand was attributed principally to "the accelerated movement of livestock off the western ranges as a result of the condition of pastures which have suffered severe damage from the excessively high temperatures prevailing the past two months." As to refrigerator cars, the trend of loadings "is now upward for the fall and winter requirements"; and "it will not be easy to meet the loading requirements with a continued drop in serviceable equipment to approximately 7,000 less than were available in 1943."

Mr. Kendall's review of the l.c.l. situation said that it had been necessary in recent weeks to place a number of individual railroad embargoes, particularly at some of the larger eastern cities—examples being New York, Philadelphia, Pa., Pittsburgh, Buffalo, N. Y., and Cleveland, Ohio. In this connection the C. S. D. chairman suggested that shippers "check with local

agents before offering l.c.l. shipments for movements to the larger eastern cities."

In the "military" section of his report Mr. Kendall outlined briefly the government's plan for the transportation in this country of returning bodies of members of the armed forces who died in service overseas. The first ship returning the bodies will arrive at San Francisco, Cal., the first week in October, carrying remains of those who died in the attack on Pearl Harbor. The first ship returning the bodies of those who died in the European theater will arrive at New York on or about October 25.

As Mr. Kendall explained it, the caskets will be moved from the ports in specially equipped "mortuary cars" in special trains to distribution centers geographically located to serve all sections of the country. From the distribution centers the bodies will be handled individually to their final resting places. The cars which the War Department has converted into "mortuary cars" were used during the war as hospital cars.

### Freight Car Loadings

Carloading figures for the week ended September 20 were not available when this issue went to press.

Loading of revenue freight for the week ended September 13 totaled 922,360 cars, and the summary for that week as compiled by the Car Service Division, A. A. R., follows:

#### Revenue Freight Car Loading

For the Week Ended Saturday, September 13			
District	1947	1946	1945
Eastern .....	166,106	162,838	147,356
Allegheny .....	180,119	192,660	183,863
Poconos .....	74,087	73,271	64,994
Southern .....	134,706	134,575	120,022
Northwestern .....	149,091	142,802	142,880
Central Western .....	147,831	137,098	135,035
Southwestern ..	70,420	63,925	61,951
Total Western Districts .....	367,342	343,825	339,866
Total All Roads .....	922,360	907,169	856,101
Commodities:			
Grain and grain products .....	55,914	50,577	59,509
Livestock .....	18,792	13,690	19,683
Coal .....	186,898	193,210	180,037
Coke .....	13,015	13,979	11,927
Forest products .....	50,309	52,694	43,956
Ore .....	71,667	69,165	74,169
Merchandise l.c.l. .....	121,346	121,038	107,863
Miscellaneous ..	404,419	392,816	358,957
September 13 ..	922,360	907,169	856,101
September 6 ..	809,050	794,483	729,854
August 30 ..	925,732	908,440	860,342
August 23 ..	900,895	884,955	853,426
August 16 ..	906,305	887,553	852,832
Cumulative total, 37 weeks .....	31,237,564	28,602,805	30,344,297

**In Canada**—Carloadings for the week ended September 13 totaled 85,708 cars as compared with 73,120 cars for the previous week and 79,951 cars for the corresponding week last year, according to the compilation of the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
September 13, 1947 ..	85,708	35,489
September 14, 1946 ..	79,951	32,682
Cumulative totals for Canada:		
September 13, 1947 ..	2,718,230	1,346,943
September 14, 1946 ..	2,512,596	1,256,014



# With the Government Agencies

## Express Rate Rise Approved by I.C.C.

Second Ex Parte 163 increase  
will add over \$60 million  
to annual revenues

Reporting on further hearing in Ex Parte 163, the Interstate Commerce Commission has conditionally authorized the Railway Express Agency to establish for one year, "or until our further order," its proposed new rate adjustments, which are expected to add more than \$60,000,000 to the annual-basis increase of \$58,900,000 approved by the commission in the proceeding's prior report of October 28, 1946. The additional \$70,000,000 was sought for the purpose of providing "adequate compensation" to the railroads for transporting express traffic, whereas the earlier advance was designed to cover increased wages and other costs which had been incurred by the Express Agency.

The latter became effective December 13, 1946, the report authorizing it having been noted in the *Railway Age* of November 2, 1946. The order accompanying the present report on further hearing authorizes the additional increases on 10-days' notice, and clears the way by making the necessary modifications of outstanding commission orders and granting the necessary fourth-section relief. The conditions which the commission attached to its favorable action were set out as follows:

**Accompanying Admonition** — Petitioner has not fully complied with the admonition in the prior report that it propose a basis of rates and charges for the future which would result in a more consistent graduation of rates with distance in the several zones. Differences in the rate of progression between the proposed eastern-southern scale and western or interterritorial scale, particularly for distances between 500 and 950 miles, are such as to produce what appear to be unduly wide rate differences under the two scales for distances in excess of 950 miles and marked maladjustments of rates on border-territory traffic. We shall expect petitioner to consider further the formulation of a single scale for nationwide application. Studies should also be undertaken by petitioner, similar to those made in the early part of this year, to determine the effect on its traffic and revenues of the rates here proposed and of the rates under such single nationwide scale as may be formulated. The results of these studies, with the scale, should be submitted to us on or before July 1, 1948."

Meanwhile the commission had found that the evidence as a whole "clearly" es-

tablished R. E. A.'s "need for the additional revenue sought." It added that the proposed scales "will effect a substantial improvement in the relation of the rates in the three territories and give recognition to the greater revenue deficiency in the eastern and southern territories than in western territory."

As summarized in the R. E. A. petition, the new adjustment will provide "two new scales of first-class express rates per 100 lb., one for application within and between express rate zones 1 and 2, designated Eastern-Southern scale, and the other for application within rate zone 3 and between points in that zone and points in zones 1 and 2, designated Western scale." The second-class rates will remain at 75 per cent of first class, and there will be a new scale of graduated charges on packages, each such charge containing the fixed factor of 75 cents.

Tables comparing present and proposed rates showed that the intrazone rate for the 12½-mile No. 1 sub-block in zone 1 will be increased from \$1.19 per 100 lb. to \$1.65, the latter becoming also zone 2's 12½-mile rate as increased from \$1.08. Rates for each subsequent sub-block in zones 1 and 2 will be similarly increased, the rate at 1,750 miles rising from zone 1's \$7.08 per 100 lb. and zone 2's \$8.01 to \$8.55 in both cases. Similar increases will be applied in zone 3. Examples of present and proposed first-class rates from New York were given, respectively, as follows: To Atlanta, Ga., \$4.66 and \$5.35; Boston, Mass., \$2.24 and \$3.05; Chicago, \$4.38 and \$5.35; Denver, Colo., \$8.73 and \$10.25; San Francisco, Cal., \$13.70 and \$14.40. The new first-class package charges will increase the 1-lb. rate from New York to Atlanta or Chicago from 65 cents to 80 cents; to Denver, from 65 to 85 cents; and to San Francisco, from 70 cents to 89 cents.

### Western Pacific Fined \$10,000

The Interstate Commerce Commission has been advised by the federal court at Reno, Nev., that a fine of \$10,000 was assessed against the Western Pacific on September 18. The penalty was the result of two criminal informations which had been filed in connection with certain carload shipments of plaster and gypsum handled by it at Gerlach. The defendant entered pleas of nolo contendere to both counts.

According to Secretary W. P. Bartel, one information charged the road with violating section 1 of the Elkins Act by having unlawfully granted concessions on certain shipments through failure to collect demurrage charges. The other information charged the carrier with maintaining false records in connection with the placing of empty cars, a violation of section 20(7) (b) of the Interstate Commerce Act.

## I.C.C. Action Awaited on Freight Rate Case

Oral argument is heard on railroads' motion for interim relief of 10 per cent

A decision by the Interstate Commerce Commission on the railroad's request for an interim emergency increase of "not less than 10 per cent" in freight rates was awaited this week following the conclusion on September 19 of oral argument before the full 11-man regulatory body. No action had been taken by the commission as this issue went to press, nor had it announced the future program of hearings on the amended Ex Parte 166 petition wherein the railroads are seeking authority to make permanent increases averaging 27 per cent.

At the oral argument, railroad viewpoint was summarized by Jacob Aronson, vice-president and general counsel of the New York Central, and chairman of the committee of counsel for the carriers, who told the commission that it now has the "opportunity" to meet the railroads' increased burdens by providing increased rates.

**Danger of Deficits**—Describing the financial status of the railroads as a "sorry picture," Mr. Aronson repeatedly referred to exhibits introduced by Dr. Julius H. Parmelee, vice-president of the Association of American Railroads and director of its Bureau of Railway Economics, which showed that 14 of 33 selected Class I roads estimate deficits in their net income for the final four months of 1947 at the present rate level. At the same time, he observed that Dr. Parmelee's exhibits also showed that, at present rates, five roads, including four in the Eastern district, estimate deficits in their net income for the entire year. These same 33 roads, Mr. Aronson said, expected to derive \$152,060,983 in revenues from the interim increase between September 16, when the railroads sought to make that increase effective, and December 31. Such relief, he told the commission, would enable them to offset increased operating expenses, principally those resulting from the recent 15½ cents per hour wage boost to non-operating employees.

Mr. Aronson, noting that the original petition in Ex Parte 166 was filed in July, asserted that the commission should act "without delay" in order that the United States may have a "healthy, paying-its-own-way railroad industry." "Justice delayed is justice denied," he declared, adding that the commission is familiar with the issues of the case and should not prolong its deliberations.

The railroads' counsel said that Dr. R. V. Gilbert, principal witness for the protestant National Association of Railroad and Utili-

ties Commissioners, employed "complicated trends" to show that the carriers can exist without an increase in rates. "And you can't pay expenses by trends," he added.

Mr. Aronson asked the commission to start hearings on the "general" phase of the case "next week or the following week." He said that while granting of the full 10 per cent interim increase sought would provide "far below" what is recognized as an "adequate return" on net investment, it would nevertheless help the railroads in view of the fact that it may be "weeks or months" before a decision is rendered on the petition calling for a 27 per cent increase.

**Inflation Is Here**—Mr. Aronson argued that the railroads, despite record peacetime freight and passenger traffic, are still "not getting enough to get by on." "There is no question that we are in an inflationary period," he also said, "but what is being done about the railroads? There must be a substantial increase in freight rates to keep the railroads going. If they cannot earn a return during a period of record-breaking volume, then indeed the plight of the railroads would be hopeless and that could only mean disaster for the nation."

Among the protestants, F. G. Hamley, general solicitor for the utilities commissioners, clarified his position by stating that he was appearing for "the National Association of Railroad and Utilities Commissioners, on behalf of the state commissions represented in the membership of the association, generally" and also for the "individual state commissions of Indiana, Montana, New Mexico and Utah." He said that he was directed to appear before the commission by W. R. McDonald, president of the association.

According to Mr. Hamley, the national association contends that the interim increases should not be granted in the absence of a showing that the railroads of the country, as a whole, are now confronted with an emergency threatening their ability to provide adequate and reasonable service pending disposition of the general issues of Ex Parte 166; and that there is no such emergency.

**Denies "Emergency"**—"On the basis of Dr. Gilbert's testimony, and on the basis of the showing which the railroads have made themselves, the national association, and the state commissions I have referred to, are thoroughly convinced that the railroads of the nation as a whole, and also those of the Eastern district, do not now face a financial emergency requiring an interim rate increase in any amount," Mr. Hamley argued. "Whether increases may be needed in 1948, and if so, how much they should be, we do not now undertake to say."

Mr. Hamley told the commission that 24 state commissions made "substantial contributions" to a special fund to defray the expenses of the national association in the proceeding, and that 32 state commissions have indicated their interest as protestants in the proceeding, either by individually appearing, by contributing to the expense incurred in presenting the association's case, or both. At the same time, he said that the New Mexico and Utah commissions are opposed to the granting of interim relief, but ask that, if the I. C. C.

decides to authorize any such increase, the Western district be excluded, "or in the very least, interim increases authorized for the Western district be smaller, percentage-wise, than for other districts and regions."

J. K. Knudson, representing the Department of Agriculture, said that no financial emergency has been shown by the railroads to justify the absolute necessity of interim relief. "If, however, it is determined that some interim increase should be authorized," Mr. Knudson continued, "we are not now requesting in connection therewith that agricultural products be accorded percentage differentials. We shall reserve the right to take a different position in the main case or of presenting in the future such other petitions as the facts and circumstances may warrant in connection with the rates and charges applicable to the agricultural products with which we are concerned."

**Urges No Exceptions**—"Of course, if the tail is to go with the hide (as we farmers say) and agricultural products are to be thrown in with all other commodities to help support the burdens which the railroads allege they are unable to bear, consistency requires that other products should likewise go with the hide, and that coal, coke and iron ore should not therefore be singled out for favored treatment. This concession . . . if generally adopted and applied would make it possible for the commission to satisfy the minimum needs of the rails by prescribing a much lower general interim increase than proposed."

The shippers' parade before the commission was led by John S. Burchmore, general counsel of the National Industrial Traffic League, who, in addition to advocating a denial of the interim increase, urged the commission to withhold the start of further hearings on the general case until October 20 or later. He said that it would take a minimum of 30 days for the shippers to prepare their testimony. At the same time, he observed that the shippers would have no objection to a delay of 60 or 90 days.

"We must decide if this spiral of living is to continue," Mr. Burchmore said. "The rate increases proposed by the railroads will push prices upward and add to the spiral of inflation. We've come to a crisis where conditions must change and there must be a showdown."

Mr. Burchmore also ridiculed the arbitration board's decision giving the non-operating employees a 15½ cents per hour wage increase. He charged that the board's findings were inconsistent to a great degree in that an employee with 25 years' experience and seniority receives the same increase as an employee who has been with a railroad for one month.

Other shippers' representatives, picking up where Mr. Burchmore left off, urged the commission, in the event that it approves an interim increase, to prescribe numerous commodity exceptions so as not to disturb present relationships. Others advocated a flat denial by the commission of the interim proposal.

### Ex Parte 162 Orders

Because the railroads have canceled the schedules involved, the Interstate Commerce

Commission has discontinued the proceeding, wherein it had suspended from March 18 until October 17 the operation of tariffs proposing to revise the application of the Ex Parte 162 freight rate increases on salt cake, ganister rock, silica rock, quartzite and quartzite rock, in carloads, and to establish a new rule to govern the application of the increases on mixed carloads of two or more commodities moving at a common rate. The proceeding was I. & S. Docket No. 5471.

For the same reason the commission has taken like action with respect to I. & S. Docket No. 5489, which involved a subsequent proposal for application of the Ex Parte 162 increases to ganister rock. There the operation of the tariffs had been suspended from April 30 until November 29.

### Hearing on New Haven Coach Fare Increase October 8

Acting on a petition filed by the New York, New Haven & Hartford for authority to increase on one day's notice its interstate one-way coach fares by 15 per cent—or to approximately 2.875 cents per mile—and to make a corresponding increase in its minimum one-way fare, the Interstate Commerce Commission has assigned it for hearing on October 8 at the United States court rooms, New Haven, Conn. Commissioner John L. Rogers and Examiner Burton Fuller will preside. The New Haven's petition was outlined in *Railway Age* of September 20, page 69.

### Commission Approves Seaboard's Truck Operations

Motor carrier interests, led by American Trucking Associations, Inc., have failed in their effort to have Seaboard Air Line trucking certificates revoked and thus force that railroad to set up its coordinated rail-highway freight operations on the basis of joint arrangements with independent truckers. Reporting on the further hearing, which was held to comply with the United States Supreme Court's decision in the case, Division 5 of the Interstate Commerce Commission has found that public convenience and necessity require S.A.L.'s direct trucking operations on the routes involved.

The division's report is in No. MC-86687. It embraces 22 applications covering trucking operations paralleling S.A.L. rail lines in Virginia, North Carolina, South Carolina, Georgia, and Florida. Certificates covering operations involved in 14 of the applications were issued by the commission in 1939 and 1940; but, in April, 1940, it canceled those certificates, substituting for them a single "consolidated certificate" covering the same operations.

**Supreme Court's Finding**—The issuance of this consolidated certificate was attacked in the courts by A.T.A. and certain motor carriers. This litigation culminated in the Supreme Court's decision of June 18, 1945 (see *Railway Age* of June 23, 1945, page 1114), which held that the commission improperly excluded certain evidence which protestant motor carriers sought to introduce in the original hearings in the 14 proceedings.

Upon application of the S.A.L., the 14 cases were reopened by the commission for



further hearing, the reopening being complete and leaving the certificates subject to being voided. Meanwhile, A.T.A. and the Southern Motor Carriers' Rate Conference sought unsuccessfully to have eight other S.A.L. motor applications reopened for like consideration *de novo*. In refusing to go along on the latter basis, however, the commission did order a limited reopening of the eight cases, i.e., solely for the purpose of determining whether there should be a modification of conditions designed to keep the highway services supplementary and auxiliary to rail services. Some modifications in such conditions are made by the present report which also attaches like conditions to the new certificate issued to cover operations embraced in the proceedings which were reopened in their entirety.

This new certificate covers only 12 or the 14 applications originally involved, the other two having been dismissed at the request of S.A.L. The latter covered operations in South Carolina between Gaston and Garnett and between McBee and Sumter; but the railroad advised at the further hearing that it no longer desired to operate over those routes.

The protestant evidence, which the Supreme Court's decision required the commission to consider, related to the economic effect of the proposed S.A.L. operations on existing motor carriers. Meanwhile, the Seaboard stressed its plan of making the trucking operations an adjunct to its rail service; and it showed that its net savings as a result of such a set-up would be approximately \$46,000 per year on the 12 routes which it sought to retain.

**Trucker Tie-up "Inefficient"** — The railroad had considered a tie-up with independent motor carriers, but ruled out any such arrangement as "thoroughly unprofitable." Among other things, it would be "inefficient as dealings would be required with several motor carriers where no single carrier serves the entire route"; and it would "unavoidably disclose sources of traffic to the motor carriers." Also, the report referred to testimony of shippers who favored the service of the railroad "because of its general responsibility, its prompt settlement of claims, and the convenience of having station agents and station facilities in their respective communities."

The report's discussion leading to the rejection of protestant contentions was a detailed review of the opposition evidence and of exceptions to the examiner's proposed report which had recommended favorable action on the applications. Such review failed to turn up "any evidence to prove that the granting of these applications would result in any real injury, financial or otherwise, to the individual protesting motor carriers or to the motor carrier industry as a whole." The lack of such evidence was considered by the commission to be "significant in view of the fact that the applicant has operated certain routes for periods of over four years."

"A careful appraisal of applicant's evidence, on the one hand, against protestants' evidence, on the other," the report continued, "warrants us in concluding that the proposed motor-vehicle service is of a different character from that of the protesting motor carriers; that the proposed serv-

ice is not directly competitive with their services or unduly prejudicial to them; that the proposed operations will serve a useful public purpose, responsive to the public demand or need; that this purpose can and will be served better by applicant than by existing motor carriers; and that this purpose can be served by applicant without endangering or impairing the operations or existing motor carriers contrary to the public interest."

Operations over two of the routes have been conducted by the Railway Express Agency under written agreements with the S.A.L. As the commission reads the agreements, they "appear to result in a division of the direction, control and responsibility" over the trucking services. The report went on to warn that if the tie-up with R.E.A. is to be retained it must be brought into conformity with the *Dirie-Ohio* case rule to the effect that where the holder of a motor carrier operating certificate employs the vehicles of another, such employment must be on a basis which places the vehicles under the certificate holder's complete direction, control, and responsibility to the shipper and the general public.

### Representation of Employees

The Railroad Yardmasters of America has retained its right to represent Minneapolis, St. Paul & Sault Ste. Marie yardmasters, according to the result of a recent election which has been certified by the National Mediation Board. The R. Y. of A. defeated the Brotherhood of Railroad Trainmen, as it did in another recent election on the Norfolk & Portsmouth Belt where it has supplanted that union as representative of yardmasters.

As the result of other elections which have also been certified by the N. M. B., Chicago Great Western subordinate officials in the maintenance of way and structures department and technical engineers, architects, draftsmen and allied workers are now represented by the Association of Railroad Maintenance of Way Supervisors, and Peoria & Pekin Union special officers are now represented by the National Council Railway Patrolmen's Unions, American Federation of Labor. These employees formerly were without representation.

The United Railroad Workers of America, Congress of Industrial Organizations, has replaced the Brotherhood of Railroad Shop Crafts of America as the representative of blacksmiths, including helpers and apprentices, employed by the Louisville & Nashville, according to the result of a recent election which has been certified by the National Mediation Board. The B. of R.S.C. of A. did not participate in the election, in which the C.I.O. union defeated the International Brotherhood of Blacksmiths, Drop Forgers and Helpers, operating through the Railway Employees' Department, American Federation of Labor, 199 to 76.

As the result of other elections which have been certified by the N. M. B., the Railroad Yardmasters of America has supplanted the Railroad Yardmasters of North America as the representative of Pittsburgh & Lake Erie yardmasters, and the

Foremen's Association of America, Great Lakes Marine Chapter No. 159, has replaced the National Marine Engineers Beneficial Association as the representative of Wabash marine engineers.

The N. M. B. also has certified the Brotherhood of Railroad Trainmen, by virtue of a 264 to 189 victory over the Order of Railway Conductors, to continue as representative of Texas & New Orleans road conductors. At the same time, it certified the O. of R.C. to continue as representative of Blue Ridge conductors and the American Train Dispatchers Association to represent Augusta & Summerville block operators. The latter were previously without representation.

The N. M. B. also has amended its findings in Case No. R-524 so as to extend the coverage of Chicago, Burlington & Quincy carmen by the A. F. of L.'s Brotherhood Railway Carmen of America to include those employed in the road's stores department at Havelock, Nebr. These employees, formerly represented by the Brotherhood of Railway and Steamship Clerks, which, willingly relinquished such representation, has not been included on the list of eligible voters in a 1939 election in which the N. M. B. certified the B. R. C. of A. to represent C. B. & Q. carmen.

### I.C.C. Hears Railroad Views on Higher L.C.L. Rates

Testimony by Fred Carpi, assistant general traffic manager of the Pennsylvania, and other railroad officers marked the opening this week of hearings before Division 2 of the Interstate Commerce Commission on the petition filed by Official-Territory roads for authority to increase rates on l.c.l. and any-quantity traffic to what they regard as a compensatory level. The proposed scale of rates, which was outlined in *Railway Age* of June 7, page 1184, is calculated to yield approximately \$28,000,000 in additional annual revenues.

Mr. Carpi testified that the proposed rates, "formulated to respond to present day conditions," would increase the Pennsylvania's l.c.l. revenues by approximately 9 per cent annually. Noting recent rises in the labor costs of handling l.c.l. traffic, Mr. Carpi said that such increases have not been accompanied by corresponding increases in productivity, "despite substantial investments in mechanical equipment."

According to Mr. Carpi, there has never been an "absolute relationship" between carload and less-carload rates. "It is true," he continued, "that the same rate scales have been employed for both carload and less-carload traffic but that has not in itself created a fixed differential. The use of the same scale has been dictated primarily by considerations of convenience, both of shippers and carriers, and has heretofore been justified where the deviation of rates from costs of service was not so great as to forbid that practice. But the conditions affecting the transportation of less-carload traffic which now obtain are such as no longer to justify the Official-Territory lines in continuing this practice."

Among other things, Mr. Carpi testified that the proposed scale will result in a simplification of the rate structure. Noting that it would provide for "substantial increases" in rates for short hauls, he emphasized that

the rate of increase would decline "rapidly" with the increase in distance.

With respect to the possible diversion of railroad traffic to motor carriers, Mr. Carpi stated that if the trucks do not raise their rates, there will be "some" diversion of traffic, particularly in short hauls. "But there is no reason to believe that truck costs are static," he said. "Indications are to the contrary."

In addition to Mr. Carpi, other witnesses included J. L. Heywood, assistant controller of the Pennsylvania; H. B. Light, general freight traffic manager of the Reading; H. D. Barber, operating vice-president of the Erie; W. J. Silich, manager of station service of the Delaware, Lackawanna & Western; and E. W. Heimert, member of the Auxiliary committee of the Central Freight Association.

Chairman Aitchison, presiding at the hearing, announced that Division 2, because of the "pressure" of work facing the entire commission, would be unable to sit continually throughout the proceedings. In the division's absence, he assigned Examiner M. J. Walsh to preside.

### August Employment

Railroad employment decreased 0.03 per cent—from 1,382,685 to 1,382,297—during the one-month period from mid-July to mid-August, but the mid-August total was 0.83 per cent above that of August, 1946, according to the preliminary summary prepared by the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission. The index number, based on the 1935-39 average, was 132.7 for August, as compared with 132.7 for the previous month and 131.6 for August, 1946.

August employment was above that of the corresponding 1946 month in three groups, the increases ranging from 0.27 per cent in the maintenance of equipment and stores category to 6.53 per cent in maintenance of way and structures. The decreases ranged from 0.24 per cent in transportation (yardmasters, switchtenders and hostlers) to 3.44 per cent in transportation, other than train, engine and yard.

As compared with the previous month, the only increase in August was 1.19 per cent in transportation (train and engine service). The decreases ranged from 0.01 per cent in the executives, officials and staff assistants group to 0.54 per cent in maintenance of equipment and stores.

### Large Batteries Assembled on Flat Car

Four storage batteries, each weighing more than 6 tons, were recently shipped by the Gould Storage Battery Corporation, Buffalo, N. Y. Never before in the history of the Gould company have batteries of this size been assembled. Each contains 30 cells of type KRLD-31 plate units. The containers, made of heavy steel, are 41 in. high, 62¾ in. long, and 55¾ in. wide. The batteries are rated 1,500 ampere hours, and 60 volts at the 6-hour rate of discharge. They will be used by the Inland Steel Corporation to power large ram trucks, which

are capable of handling 30 tons of steel at one time.

Construction of the batteries presented an unusual handling problem for Gould. It was solved by assembling the component parts on a flat car on the Gould siding. Handling presents no problem to the Inland Steel Corporation since each battery has a lifting hole centered in a ¾-in. steel bulkhead, running lengthwise of the tray. With this arrangement, the removal and replacement of a battery is comparatively easy when cranes of adequate capacity are available.

### Recover 40 Per Cent of Wages Under New Sickness Plan

A review of 100 of the first sickness cases to be handled in the Chicago region under the new sickness benefit plan for railroad employees which became effective on July 1, revealed that these beneficiaries will average approximately \$220 per illness, or 40 per cent of their wage loss, according to the "Monthly Review" of the Railroad Retirement Board. Of the 100 cases studied, 52 qualified for the maximum daily rate of \$5 and 22 qualified for the \$4.50 rate. Only five persons received benefits at one of the four rates from \$1.75 to \$2.50. (For a detailed analysis of the basis for computing the new Crosser Law sickness benefits, see *Railway Age* of June 14, page 1207.)

Total benefit payments under the board's operations during July—the first month of the 1947-1948 benefit year—amounted to \$17,621,000, or nearly a million dollars above the figure for the preceding month. This was due chiefly, the review stated, to the award of 5,231 new employee annuities—the highest number of any month since April, 1938. There were also 3,325 new applications for employee annuities filed during the period.

Approximately 48,900 railroad workers received unemployment benefits during July, it was estimated. Workers filed claims during the month for unemployment in 93,582 14-day periods, or approximately 1,000 more than during the previous month. Placements by the board's employment

service dropped to 4,940 in July, compared with 6,100 in June.

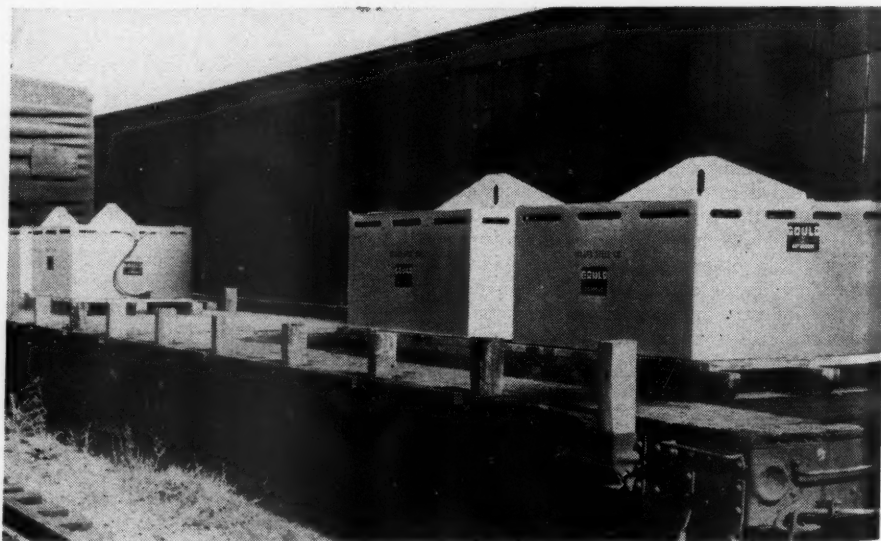
During the first month of sickness benefit operations, railroad employees filed 26,084 applications for benefits and 15,527 claims. Payments totaling \$312,900 were made to 9,223 disabled workers. Women workers filed 929 applications for maternity benefits, and 134 women were paid \$9,135 in such benefits.

### Temporary-Authority Truckers Get Benefit of Doubt

Confronted with a difference of opinion among Interstate Commerce Commission lawyers as to the commission's authority with respect to the matter, Division 5 of the commission has decided that motor carriers, which have been operating under temporary authorities and which have applied for permanent authorities on the same routes, should be permitted to continue their "temporary" services "until further order of the commission, but not beyond the time the corresponding certificate or permit applications have been finally determined either by denial of an application or the issuance of a certificate or permit." The division's ruling was announced in a September 16 notice from I. C. C. Secretary W. P. Bartel, who also stated that orders carrying the ruling into effect would be released "shortly."

The notice revealed that the occasion for the division's ruling was the approach of September 27, when the temporary authorities were scheduled to expire. It was explained that during and immediately following the war, while the Second War Powers Act was in effect, the commission issued a large number of temporary authorities authorizing motor carrier operations for which there was "an immediate and urgent need." These temporary authorities continued until March 31, 1947, when the Second War Powers Act expired.

"In order to enable the continuance of needed services," the Bartel notice continued, "temporary authorities expiring September 27, 1947, were issued to a large



The four batteries assembled and ready for delivery



# ! unhobble your modern iron horses

**I**NADEQUATE scheduling in many instances has proved to be the hobble that is limiting the earning power of the modern steam locomotive. Modern power is designed to achieve its maximum returns per dollar invested when it is hauling heavy payloads at high speeds . . . *on a high monthly mileage basis*. Yet locomotives are often left standing in the yards . . . because scheduling has not been modernized to take full advantage of the improvements in steam locomotive design.

A series of availability studies followed up by revisions in locomotive scheduling will pay you quick returns. Operating results will prove that the modern steam locomotive, when utilized to the fullest, is more than capable of meeting today's and tomorrow's rigid traffic demands . . . *efficiently and economically!*

LIMA LOCOMOTIVE WORKS



INCORPORATED, LIMA, OHIO

number of carriers. Many of the carriers to whom these authorities were issued filed applications for certificates of public convenience and necessity or permits to continue the operations performed under temporary authority. Many of these applications have been decided but all of the certificates and permits authorized have not been issued as the period within which protestants may file petitions for rehearing, reargument, or reconsideration has not expired. Owing to the large number of these applications, plus the applications filed as the result of the postwar changes in commerce and industry, the commission could not determine all of them by September 27, 1947, the expiration date of the temporary authorities.

"Consideration has been given by Division 5 to the question whether the operations conducted under temporary authorities, issued for a period of 180 days, expiring September 27, 1947, may be continued after September 27, 1947, where timely filed applications for certificates or permits covering generally the same operations have been filed, but have not been finally determined. There is a divergence of legal opinion on the question. Some of the commission's lawyers are of the opinion that an extension is authorized by section 210a(a) of the Interstate Commerce Act; others are of the opinion that continuances of such operations are authorized by section 9(b) of the Administrative Procedure Act; while others doubt that either section 9(b) of the Administrative Procedure Act or section 210a(a) of the Interstate Commerce Act or any other provision, either extends or authorizes the commission to extend, these temporary authorities where they have been in effect for 180 days subsequent to March 31, 1947."

According to Mr. Bartel, the division elected to resolve the doubt in favor of continuing the authorities because "it appears that the public interest would suffer from a termination of the motor carrier services" involved.

### Receiverships and Trusteeships as of June 30

Fifty-nine railroads, including 20 Class I carriers and 39 others, were in receivership or trusteeship as of June 30, according to a recent compilation of the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission. The total operated mileage involved was 26,677.

As of December 31, 1946, 65 roads, including 23 Class I carriers and 42 others, were in receivership or trusteeship, their total operated mileage being 34,389. This was 14.38 per cent of all operated steam railroad mileage, as compared with 16.59 per cent on December 31, 1945, and 21.02 per cent on December 31, 1944.

The decrease since December 31, 1946, in mileage operated by lines undergoing reorganization is accounted for largely by the consummation of the reorganization of two large roads, the Denver & Rio Grande Western and St. Louis-San Francisco, which operate a total of 7,011 miles. The only companies added to the group undergoing reorganization in the same period—

January 1 to June 30—were the Missouri & Arkansas, which operates 365 miles, and the Smoky Mountain, which operates 31 miles.

## Car Service

I. C. C. Service Order No. 769, which was issued September 15 to require that cars stopped off to complete loading must contain freight equal to 15 per cent or more of their marked capacity when forwarded from point of origin, has been reissued as Revised Service Order No. 769. The revision, effective September 24, limits the applicability of the order to lumber loaded at points in Oregon or Washington, and changes the initial-load requirement to make it 15 per cent of the tariff minimum weight instead of 15 per cent the marked capacity of the car. The original order had applied to the loading of any commodity anywhere in the country.

The A. A. R.'s Car Service Division has issued Third Revised Special Car Order No. 48, which directs that western railroads, effective October 1 and until further notice, "shall not deliver serviceable empty plain (XM) box cars of U. S. ownership, except such cars equipped with full end doors, in home route to Eastern, Allegheny, Pocahontas or Southern connections." The stated purpose of the order is to prevent "possible crosshauls with consequent loss in car-days and to secure more nearly maximum utilization of the available supply." The order says further that if loading is not immediately available for the cars involved, they are to be held for loading or moved to territory where loading may be obtained. It adds that if the cars accumulate beyond the holding road's ability to utilize them, directions as to their disposition should be sought from C. S. D. district managers, or from Manager R. E. Clark of the division's Closed Car Section.

Chairman Warren C. Kendall of the Car Service Division, A. A. R., issued a September 22 circular wherein he requested railroad transportation officers to take action "to stop the misuse" of Canadian box cars in this country and "to insure the prompt and proper movement" of such cars to Canada. Mr. Kendall suggested that instructions to local forces with respect to the matter be renewed, and that supervisory forces be directed to follow it through. He noted that demands for box cars in Canada have risen "sharply" during recent weeks, and that the grain harvest in the Dominion is now "in full progress."

"The balance of Canadian box cars on United States' roads as compared with U. S. owned cars in Canada," the C. S. D. chairman continued, "is steadily increasing, the last record showing an excess of more than 8,000 cars in this country. Recent checks have indicated numerous violations of current regulations which require that Canadian cars may only be used for loading to or in the direction of Canada in accordance with Car Service Rules; and where proper loading is not immediately available, such cars must be returned promptly to owners via service or short route."

## Equipment and Supplies

### Deliver 11 Diesels to C. & N. W.

The delivery of 11 2,000-hp. Diesel-electric passenger locomotives to the Chicago & North Western was begun last week at the rate of one unit each day, according to an announcement by R. L. Williams, president. With the receipt of the new motive power—built by the Electro-Motive Division of General Motors Corporation—the North Western will have received 30 Diesels since the first of the year.

### LOCOMOTIVES

The CANADIAN PACIFIC has ordered 10 passenger-freight Pacific-type locomotives and 12 heavy-freight Mikado locomotives from the Montreal Locomotive Company, costing \$3,600,000, and 30 lighter Pacific locomotives from the Canadian Locomotive Company, Kingston, Ont., costing \$3,800,000. This is part of a \$22,500,000 appropriation for new equipment recently authorized, and an order for 11 additional locomotives is expected to be placed soon under this appropriation.

### FREIGHT CARS

The ATCHISON, TOPEKA & SANTA FE is inquiring for 750 70-ton drop-end gondolas, 200 70-ton covered hopper cars and 200 70-ton triple hopper cars.

The CANADIAN PACIFIC has ordered 750 box cars, 175 refrigerator cars and 100 covered hopper cars from the National Steel Car Company, to be built at Hamilton, Ont., and 250 hopper cars from the Eastern Car Company, to be built at Trenton, N.S.

This equipment, to cost more than \$8,000,000, is part of a recently approved \$22,500,000 appropriation, under which an order for 500 gondolas also will soon be placed.

The CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC has ordered 750 automobile box cars, to be built in its own shops. The cars are scheduled for completion in June, 1948.

The ERIE has ordered 1,000 50-ton hopper cars and 700 50-ton box cars from the American Car & Foundry Co. and 100 70-ton covered hoppers from the Ralston Steel Car Company, all to be delivered in the third quarter of 1948. An inquiry for this equipment was reported in the *Railway Age* of September 6.

The NEW YORK CENTRAL SYSTEM is inquiring for 2,000 55-ton self-clearing hopper cars and 1,000 70-ton self-clearing hopper cars. The entire order, of which the 70-ton cars are for the Pittsburgh & Lake Erie, is expected to cost about \$11,000,000.

The ST. LOUIS-SAN FRANCISCO has ordered 500 55-ton open-top hopper cars and 300 box cars from the Pullman-Standard



# **Roller-Bearing JOURNAL BOXES for Railroads**

FRANKLIN RAILWAY SUPPLY COMPANY, INC.  
announces the establishment of a department for  
the manufacture of Journal Boxes for any make  
of roller bearings used on railroads. *We invite  
your inquiries.*

Franklin Journal Boxes are made to meet A.A.R.  
requirements and in strict accordance with the tol-  
erances established by all bearing manufacturers.

Franklin enjoys the unique position of being able  
to manufacture precision-machined Journal Boxes  
complete from raw material to the finished box  
entirely within one plant.

Franklin Boxes are made of electric-furnace  
steel cast in our own foundry or from weldments  
fabricated in our modern weld shop, at the cus-  
tomer's preference and as the design permits.

Franklin's modern machine-tool equipment plus  
trained personnel accustomed to close-tolerance  
work insure the high degree of precision required  
for Roller-Bearing Journal Boxes.



**FRANKLIN RAILWAY SUPPLY COMPANY, INC.**

NEW YORK • CHICAGO • MONTREAL

STEAM DISTRIBUTION SYSTEM • BOOSTER • RADIAL BUFFER • COMPENSATOR AND SNUBBER • POWER REVERSE GEARS  
AUTOMATIC FIRE DOORS • DRIVING BOX LUBRICATORS • STEAM GRATE SHAKERS • FLEXIBLE JOINTS • CAR CONNECTION

Car Manufacturing Company, to be built at its Bessemer, Ala., and Michigan City, Ind., plants respectively. Delivery of these cars is expected in the second quarter of 1948. The road also has ordered 300 55-ton open-top hoppers and 200 70-ton covered hoppers from the Pressed Steel Car Company, to be built at its Mt. Vernon, Ill., plant during the first quarter of 1948. Authorization for the purchase of this and other equipment was reported in the *Railway Age* of September 6, page 412.

THE UNION PACIFIC is inquiring for 1,500 70-ton hopper cars, 500 70-ton gondolas and 500 50-ton gondolas.

The WHEELING & LAKE ERIE has ordered 1,000 70-ton hopper cars from the Ralston Steel Car Company, delivery of which is scheduled to begin in April, 1948. The authorization to purchase these cars and others was reported in the *Railway Age* of September 20.

## PASSENGER CARS

The CANADIAN PACIFIC has ordered 10 mail-express and 10 baggage-express cars from the Canadian Car & Foundry Co., Montreal, at a cost of about \$1,000,000.

## SIGNALING

The CHEASAPEAKE & OHIO has placed an order with the Union Switch & Signal Co. covering the necessary signal materials for the installation of centralized traffic control between Balcony Falls, Va., and Iron Gate, approximately 54 mi. A 10-ft. Style C machine for this territory will be located at Clifton Forge, Va., with the signaled territory handled by one pair of code line wires, this code line being divided into two sections including one direct-current and one carrier-controlled line section. In addition to the control machine, the order includes the code and carrier equipment, Style R-2 color-light signals, Style M-22A dual-control electric switch movements, T-21 hand-throw mechanisms, with SL-21 electric switch locks, relays, rectifiers, transformers and housings. The field installation will be handled by the railway forces.

The Union Switch & Signal Co. is furnishing six sets of two-indication continuous cab signal equipment for use on locomotives now building for the DELAWARE, LACKAWANNA & WESTERN, which will operate over the train control territory between Scranton, Pa., and Buffalo, N. Y.

## Construction

VIRGINIAN.—Division 4 of the Interstate Commerce Commission has authorized this road to construct a 2-mile extension to its so-called Devils Fork branch from a point near Wacomah, W. Va. The extension will permit the additional development of coal deposits. Cost of the construction is estimated at \$151,400.

## Supply Trade

Carl J. Koelsch, formerly director of purchases of the Fruehauf Trailer Company, at Detroit, Mich., has been appointed steel buyer for the Detroit division of the Budd Company.

C. F. Wiley has been promoted to assistant manager of the district sales office of the American Steel & Wire Co., a subsidiary of the United States Steel Corporation, with headquarters at Chicago.

Nelson J. Leonard has been placed in charge of the Elwell-Parker trucks, tractors and cranes account for the Colby Steel & Engineering Co., Seattle, Wash.

G. Reed Schreiner has been appointed director of advertising of the United States Steel Corporation of Delaware, to succeed Charles R. Moffatt, who will retire on September 30, as announced in *Railway Age* of September 20. Mr. Schreiner began 28 years of service in advertising departments of United States Steel subsidiaries when he joined the Carnegie Steel Company in 1919. He was made assistant advertising manager of the Carnegie-Illinois Steel Corporation in 1936 and was promoted to advertising manager two years later. In 1947 he was appointed assistant director of advertising of the Delaware corporation, the position he held at the time of his recent appointment.

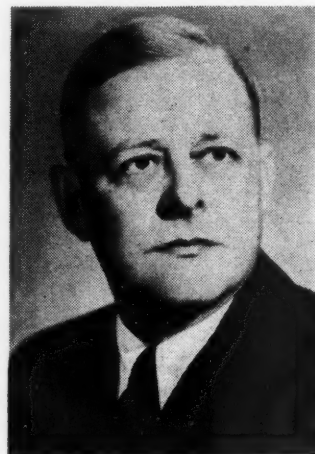
Elmer Kyndberg, whose appointment as general sales manager of the Cyclone Fence division of the American Steel & Wire Co., with headquarters at Waukegan, Ill., was reported in *Railway Age* of September 6, was born at Waukegan on June 13, 1894, and entered the service of the



Elmer Kyndberg

American Steel & Wire Co., in June, 1912, as a die caster at the Waukegan works. He started with Cyclone Fence in March, 1920, as a fence machine operator, and a year later was transferred to the sales department. He has held a number of important positions in the Fort Worth, Tex., Newark, N. J., and Waukegan offices of Cyclone and has been district manager of the last named office since August, 1935.

L. A. Welch has been appointed executive vice-president of R. G. LeTourneau, Inc., Peoria, Ill., in which capacity he will assist in coordinating the functions of the division managers at LeTourneau factories in Longview, Tex., Toccoa, Ga.,



L. A. Welch

and Vicksburg, Miss. Mr. Welch is president of the Avery Far Machinery Company, a director of the Commercial National Bank and a former president of the Hart Oil Company in Peoria. During the recent war he was deputy director of production in the War Production Board, Washington, D. C., in charge of field production

The Electro-Motive Division of the General Motors Corporation has announced the following organizational changes: R. L. Terrell, district sales manager at Washington, D. C., has been appointed general parts manager, with headquarters at LaGrange, Ill. W. D. Davis, parts manager at LaGrange, has been appointed head of the newly created service repair department, with headquarters at LaGrange. A. O. Myers, manager of the demonstration section of the sales department, at LaGrange, has been appointed district sales manager at Washington, D. C. W. E. Dunn, regional service manager, at Chicago, has been appointed assistant to regional manager, in charge of sales, service, and parts activities, with headquarters at Denver, Colo. A. R. Walker, sales representative at Chicago, has been appointed regional service manager, with the same headquarters. F. T. Battey, product application engineer, at LaGrange, has been appointed assistant regional service manager, at Chicago, succeeding L. H. Chancey, who has been appointed district engineer, at Chicago. G. R. Oesterreich, district engineer, Barstow, Cal., has been appointed district engineer, Chicago.

Benjamin S. Thomas, general traffic manager of the American Radiator & Standard Sanitary Corp., will retire on the company retirement plan on September 30.

To mark its 75th year in the Chicago area, the National Malleable & Steel Castings Co. will hold a reception for railroad and railroad supply executives on



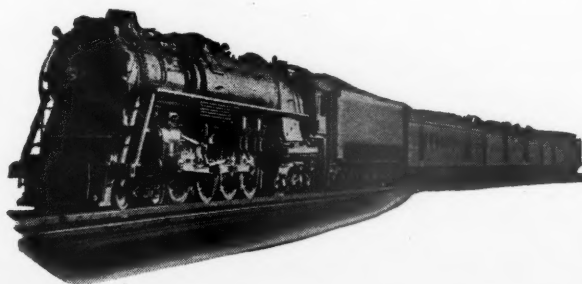
# Availability Up

## Maintenance Down

The installation of Security Circulators on any type of coal-burning steam locomotive means an increase in availability and a decrease in boiler maintenance.

Compared with other locomotives, those that are circulator-equipped are available for continuous operation for longer periods because they have cleaner flues, longer arch life and improved combustion.

Honeycombing, flue plugging and cinder cutting are definitely reduced, and the installation of Security Circulators permits the use of a 100% arch and prolongs the life of arch brick. Consequently boiler maintenance is substantially reduced.



**AMERICAN ARCH COMPANY, Inc.**

NEW YORK • CHICAGO

SECURITY CIRCULATOR DIVISION

September 30, at the Blackstone hotel in Chicago. Cleve H. Pomeroy, president of the company, and other executives will attend. A similar reception is scheduled for October 2 at St. Paul, Minn.

The **Keller Tool Company**, Grand Haven, Mich., has announced that its Los Angeles, Calif., branch is now located at 507 West Washington boulevard; **W. A. Nilsson** has been appointed branch manager.

The **Chicago Metal Hose Corporation** of Maywood, Ill., and Elgin, has announced the acquisition of all the capital stock of the **Fort Dearborn Manufacturing Company**, Sterling, Ill., which company will be operated as a wholly owned subsidiary of Chicago Metal Hose.

**C. W. Merriken, Jr.**, sales representative of the **Simmons-Boardman Publishing Corporation** with headquarters at Chicago, has been promoted to sales manager, railway publications, Eastern district, with headquarters at New York. Mr. Merriken was born at Baltimore, Md., on August 12, 1907, and received his higher education at the University of Illinois. He entered railway service in 1930 as a chainman on the Chicago & North Western, and one



C. W. Merriken, Jr.

year later he went with the Chicago, Milwaukee, St. Paul & Pacific as a rodman at Chicago. From 1932 to 1935 he was associated with the sales department of the Pure Asphalt Company at Chicago, and in the latter year he returned to the North Western as a rodman on the Galena division. In March, 1938, Mr. Merriken went with the Belt Railway of Chicago as a rodman, and in October of the same year he resigned to become an associate editor of the *Railway Engineering and Maintenance Cyclopedic*. On March 4, 1940, he was appointed to the position he held at the time of his recent promotion.

**Fred Smith** has been appointed sales representative for all transportation publications of the **Simmons-Boardman Publishing Corporation**, with headquarters at Chicago.

Mr. Smith was born at Coal Valley, Ala., on December 31, 1910, and after graduation from high school completed a course in civil engineering with the International

Correspondence Schools. During the summer vacations of 1924 and 1925, he was a rodman with the Dixie Construction Company. In 1926 he entered the service of the state highway department of Alabama as transitman and draftsman, and in 1929 he was employed as an extension clerk by the Birmingham Electric Company, where he remained until January, 1936, when he became a bridge inspector for the Woodward Iron & Railroad Co. In May, 1936, Mr. Smith entered the service of the Birmingham Southern as transitman-draftsman, and on February 1, 1941, he was employed as party chief by Alvord, Burdick & Howson, consulting engineers, Chicago. Five months later he joined the Chicago, Rock Island & Pacific as engineer-estimator, and served in that capacity until January, 1945, when he entered the service of Simmons-Boardman as associate editor of the *Railway Engineering & Maintenance Cyclopedic*, at Chicago. On October 16, 1945, he was appointed associate editor, purchases and stores, of *Railway Age*, and on June 1, 1946, he was advanced to associate editor in charge of purchases and stores, the position he held at the time of his recent appointment.

## Organizations.

**E. J. Vojtech**, traffic manager of the Bemis Bros. Bag Company of Omaha, Neb., has been appointed general secretary of the **Central Western Shippers Advisory Board**, succeeding **Walter M. Wharton**, who died recently.

**Charles P. Gross**, wartime head of the Army Transportation Corps, will be the principal speaker at the banquet to be held in connection with the second annual convention in New York at the Hotel Pennsylvania, October 9 and 10, of the **Army Transportation Association**.

Speakers at the October 2 meeting of the **New England Shippers Advisory Board**, to be held at the Hotel Kimball, Springfield, Mass., will include **J. Carter Fort**, vice-president and general counsel of the Association of American Railroads, whose subject will be "The Railroads and the Devalued Dollar," and **Warren C. Kendall**, chairman of the A. A. R. Car Service Division, who will review the national transportation situation. Shippers in the area have been invited by Chairman **William H. Day**, to participate in a discussion of conditions related to the daily withdrawal of empty box cars from New England railroads to relieve shortages in the West. "Moving 500 empty box cars out of New England and hauling them hundreds of miles without loads is not, in our opinion, an efficient means of relieving the freight car shortage and it should be stopped," Mr. Day said.

The thirty-ninth annual dinner of the **Railway Business Association** will be held at the Stevens Hotel, Chicago, on November 21. It is expected that the total attendance will be about 1800. The members of the association will entertain presidents and other executives of all the

principal railway systems. The president of the association is **Harry A. Wheeler**, and the executive vice-president is **P. Harvey Middleton**.

The Connecticut Valley Chapter of the **National Railway Historical Society** is sponsoring a rail-fan excursion October 19, limited to 600 persons, on the "canal line" of the New York, New Haven & Hartford, from New Haven, Conn., to Holyoke, Mass., and return.

The annual meeting of the **Fire Protection and Insurance section** of the Association of American Railroads will be held October 23 and 24 at the Hotel Stevens, Chicago.

The **Mid-West Shippers Advisory Board** will meet at the LaSalle hotel, in Chicago, on October 8 and 9, instead of on the dates previously announced. **S. M. Felton**, president of the American Railway Car Institute, will address the luncheon session on October 9.

## Financial

**AKRON, CANTON & YOUNGSTOWN.—Special Dividend.**—This road has declared a special dividend of 50 cents a share on the common stock, payable on October 1 to stockholders of record on September 15.

**CHESAPEAKE & OHIO.—Equipment Trust Certificates.**—This road has applied to the Interstate Commerce Commission for authority to assume liability for \$5,300,000 of equipment trust certificates, the proceeds of which will be applied toward the purchase of 1,000 50-ton all-steel box cars and 700 70-ton all-steel hoppers. The box cars, estimated to cost \$4,256 each, will be acquired from the Pullman-Standard Car Manufacturing Company and the hoppers, estimated to cost \$3,555 each, from the American Car & Foundry Co. The certificates would be dated October 15 and sold on the basis of competitive bidding.

**CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC.—Equipment Trust Certificates.**—This road has applied to the Interstate Commerce Commission for authority to assume liability for \$2,240,000 of equipment trust certificates, series AA, the proceeds of which would be applied toward the purchase of 750 all-steel automobile box cars to be built in the applicant's shops. The equipment includes 250 50-ton cars, at an estimated unit cost of \$4,160, and 500 40-ton cars, each equipped with loading devices, at an estimated unit cost of \$4,051. The certificates, to be sold on the basis of competitive bidding, would be dated October 1 and mature in 20 equal semi-annual installments.

**MAHONING COAL.—Increased Dividend.**—This road has declared a dividend of \$12.50 a share on the common stock, payable on October 1 to stockholders of record on September 23. The two previous payments on this issue were \$7.50 each on April 1 and July 1.

**MISSOURI PACIFIC.—Reorganization Expenses.**—Division 4 of the Interstate Com-





# For *Modern Control* of Steam Locomotives

... it's the  
**THROTTLE MASTER**

Instant control of slipping drivers.

*Reduced* maintenance of reciprocating  
parts, tire wear, rail wear and—  
train parting.

A-1884

**AMERICAN THROTTLE COMPANY**  
INCORPORATED

60 East 42nd Street, New York 17, N. Y.  
122 S. Michigan Avenue, Chicago 3, Ill.

merce Commission has approved \$1,661 as the limit of final allowance to be paid to the Railroad Credit Corporation as reasonable compensation for services and expenses incurred in connection with the reorganization proceedings of this road. The allowance covers the period from January 16, 1945, to August 2, 1946.

**NEW LONDON NORTHERN.—Extra Dividend.**—This road has declared an extra dividend of 25 cents a share on the common stock, payable on October 1 to stockholders of record on September 15.

**NEW YORK, NEW HAVEN & HARTFORD.—Reorganization.**—Division 4 of the Interstate Commerce Commission has granted the necessary authorizations to enable this road's reorganization committee to carry out the commission and court-approved plan of reorganization under section 77 of the Bankruptcy Act. The commission's supplemental report of September 17 authorizes the issuance of securities, including scrip certificates, and the assumption by the reorganized company of certain obligations and liabilities. The order also prescribes certain conditions, including protection for those employees who may be affected by the reorganization.

**NEW YORK, CHICAGO & ST. LOUIS.—New Directors.**—Edward J. Fleming, president of the E. J. Fleming Coal Company, Chicago, and George M. Jones, Philadelphia, Pa., manager for C. H. Sprague & Sons Co. of Boston, Mass., coal distributors, have been elected members of this road's board of directors. Messrs. Fleming and Jones succeed W. H. Wenneman, vice-president-finance and corporate relations of the Chesapeake & Ohio, and H. B. Erminger, Jr., whose resignations were reported in *Railway Age* of August 9, page 256.

**NEW YORK, NEW HAVEN & HARTFORD.—Reorganization.**—Division 4 of the Interstate Commerce Commission has fixed maximum limits of final allowances for services and expenses of parties in interest and their counsel during the period, generally, from January 1, 1941, to January 1, 1947, in connection with this road's reorganization proceedings under section 77 of the Bankruptcy Act. The commission allowed \$570,735 on claims totaling \$916,538. Largest of the allowances fixed was that of Davis, Polk, Wardwell, Sunderland & Kiendl, counsel for a committee representing insurance companies—\$209,437 on a claim of \$299,751. The same law firm was also allowed \$7,500 (the amount it claimed) for services rendered "at the request of the court." Oliver & Donnally, counsel for the Mutual Savings Bank Group Committee, was allowed \$60,000 on a claim of \$85,000; and Choate, Hall & Stewart, counsel for the principal debtor (the New Haven), was allowed \$42,353 on a claim of \$67,353. Other allowances included the following: \$27,124, on a claim of \$37,124, to Ropes, Gray, Best, Coolidge & Rugg, counsel for the Old Colony (a subsidiary debtor); \$25,512, the amount claimed, to the insurance companies' committee; \$15,000, on a claim of \$40,000, to Drinker, Biddle & Reath, counsel for the Pennsylvania; \$15,000, on a claim of

\$25,000, to White & Case, counsel for the Bankers Trust Company, trustee under the principal debtor's first and refunding mortgage; \$12,739, on a claim of \$36,836, to Root, Ballantine, Harlan, Bushby & Palmer, counsel for the Bank of New York, trustee under the New England Railroad Company consolidated mortgage; \$12,000, on a claim of \$31,068, to Davies, Auerback, Cornell & Hardy, counsel for the Irving Trust Company, trustee under the principal debtor's collateral-trust indenture; \$10,428, on a claim of \$25,428, to Appleton, Rice & Perrin, counsel for the Manhattan Company, a secured creditor; and \$10,039, on a claim of \$20,039, to Mitchell, Capron, Marsh, Angulo & Cooney, counsel for the City Bank Farmers Trust Company, trustee under the Central New England Railway Company first mortgage.

**UNION.—Bonds.**—Acting upon the request of this company, Division 4 of the Interstate Commerce Commission has dismissed, without prejudice, the application wherein it sought authority to extend the maturity date of \$1,000,000 of first mortgage bonds to August 1, 1967.

## Average Prices Stocks and Bonds

	Sept. 23	Last week	Last year
Average price of 20 representative railway stocks...	46.67	46.85	48.09
Average price of 20 representative railway bonds...	88.15	88.45	87.85

## Dividends Declared

Akron, Canton & Youngstown.—50¢, semi-annually, payable October 1 to holders of record September 15; special 50¢, payable October 1 to holders of record September 15.

Chesapeake & Ohio.—stock dividend, 1/40th of a share of New York, Chicago & St. Louis common for each share of Chesapeake & Ohio held, payable November 10 to holders of record September 29.

Sharon.—\$1, payable October 1 to holders of record September 23.

# Abandonments

## Overtime Pay Protected by Burlington-Case Rule

While noting that "it is not our practice to interpret our decisions or conditions therein," Division 4 of the Interstate Commerce Commission has nevertheless expressed its opinion that the term "compensation," as used in the so-called Burlington employee-protection conditions, "may not be construed to eliminate payments made for overtime." The determination was made upon the request of the Midland Valley for a specific finding when the division, in a recent report, modified the certificate in the Finance Docket No. 14345 proceeding, to impose the Burlington conditions for the protection of employees who may have been adversely affected by that road's abandonment of a branch line extending approximately 16.7 miles from Excelsior, Ark., to Hartford Junction.

The road contended that overtime pay lost by the employees by reason of the abandonment should not be considered an adverse effect on them. It pointed out

that while the word "compensation" is used in the Burlington conditions as the key word with respect to adverse effects of an abandonment, it is not specifically stated therein that overtime payments are to be included in the definition of that term. The road added that, if such is the intention, it amounts to a finding that even though the traffic involved in the overtime work ceases to exist, it remains a vested property right in the employee.

The petitioning labor organizations, meanwhile, had argued that the terminology contained in the Burlington conditions "reveal clearly" that the commission's concern was with the reductions in overall compensation and not merely with reductions in the wage scale. They held that if the commission had been concerned only with a reduction in the "wage rates" it would have used that term instead of "compensation."

The report noted that prior to the abandonment, the train serving the branch spent about 5 hours thereon on days when the branch had freight to be handled. The total time worked by the crew was on some occasions more than 8 hours a day, resulting in the payment of overtime when the branch was served. After the abandonment, the crew's total work time did not generally exceed 8 hours a day.

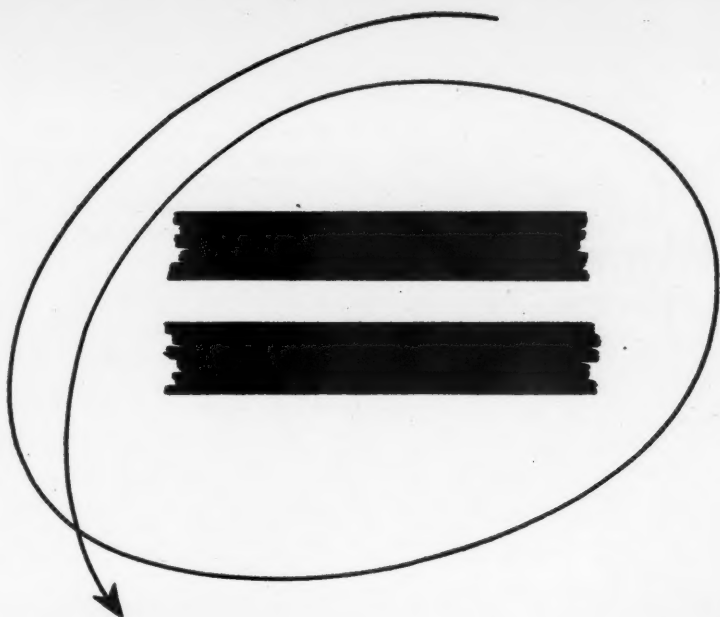
The report also rejected another M. V. contention that the commission has no jurisdiction to prescribe conditions in cases in which traffic has "dried up." "We have found in many cases that the public convenience and necessity required that the interests of employees be protected, although the traffic to be handled and the revenues to be derived therefrom were not shown to be sufficient to enable the carriers to operate the lines in question except at a loss," the commission said. "The question of employee protection is not dependent upon the financial results of operation, but must be considered in the light of all the facts of record."

**EAST BROAD TOP RAILROAD & COAL CO.**—This road has applied to the Interstate Commerce Commission for authority to abandon a branch extending 4.6 miles from Blacklog, Pa., to Shade Gap.

**MINNEAPOLIS & ST. LOUIS.**—Examiner P. C. Albus has recommended in a proposed report that Division 4 of the Interstate Commerce Commission deny at this time the application of this road for authority to abandon a branch extending 2.5 miles from Lynnvile Junction, Iowa, to Lynnvile. Abandonment of the line is sought in conjunction with "long-range plans" of the applicant to substitute Diesel-electric power for steam power in the general territory between Oskaloosa and Des Moines, and to provide a new route between those points via its New Sharon-Newton branch, with trackage rights over the Chicago, Rock Island & Pacific between Newton and Des Moines. The condition of the Lynnvile branch, which connects with the New Sharon-Newton branch at Lynnvile Junction, is not now adequate for the operation of heavy Diesel-electric power.

Noting that it will be "some time" before the applicant's plans are consummated, and that "considerable" maintenance





## A SIGN OF PROGRESS IN BRAKING

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and rehabilitation must be done on the New Sharon-Newton branch before Diesel-electrics may be used, Examiner Albus, observing that users of the latter branch are furnishing sufficient traffic to pay the costs of its operation, said there is no need to "tear up the [Lynnville] line" at the present time.

**NEW YORK, NEW HAVEN & HARTFORD.**—Examiner Lucian Jordan has recommended, in a proposed report, that Division 4 of the Interstate Commerce Commission authorize this road to abandon a branch line extending 9.1 miles from a point near Hawleyville, Conn., to Southbury. Service on the branch consists of one round trip by a local freight train three times weekly.

The examiner, who recommended prescription of the usual employee-protection conditions, reported that the line is being operated at a substantial loss and that an "unreasonably large amount" of money must be spent for repairs if operation is to be continued.

**NEW IBERIA & NORTHERN.**—Examiner R. Romero has recommended in a proposed report that Division 4 of the Interstate Commerce Commission authorize this road to abandon a branch extending 4 miles from a point near Loreauville, La., to Caroline. Although counsel for protestant sugar-cane shippers contended that a substantial portion of the cost of constructing the branch was contributed by landowners, the examiner noted that the commission has held in a number of cases that the fact of donations in aid of construction of railroads is not controlling on the question of abandonment. He also reported that the shippers will be provided with adequate motor carrier transportation.

**UNION PACIFIC.**—Division 4 of the Interstate Commerce Commission has authorized this road to abandon operation over, and its lessor, the Oregon Short Line, to abandon, a 10.9 mile segment of a branch from Warren, Idaho, to Murphy. At the same time, the commission found that the present and future public convenience and necessity are not shown to permit abandonment of that portion of the same branch from Stoddard to Warren, 2 miles. The commission's decision concurs with the recommended findings of Examiner J. K. Lyle, as reported in *Railway Age* of August 2, page 64.

## Overseas

**GREAT BRITAIN.**—A new railway publication, the *Railway Digest*, has made its bow in England. It features articles about railways of all countries condensed from various railway publications throughout the world. The first issue is dated Summer 1947. Due to paper restrictions it will, at present, be published at unspecified intervals, but due notice will be given of publication dates. The next issue will be published in November, 1947. Single copies cost 60 cents, post free, and may be obtained from the publisher, George Lapworth & Co., Vernon House, Sicilian ave., Southampton Row, London, W. C. 1, Eng-

land. The editor of the publication is Ernest W. Barnes. Honorary associate editors in this country are Thos. E. Owen of Louisville, Ky., and R. R. Horner of Roanoke, Va.

## Railway Officers

### EXECUTIVE

**Ralph J. Hanson**, general traffic manager of the Akron, Canton & Youngstown, with headquarters at Akron, Ohio, has been elected vice-president—traffic. The position of general traffic manager has been abolished.

### FINANCIAL, LEGAL AND ACCOUNTING

**Frank C. S. Evans**, general solicitor of the Canadian Pacific, with headquarters at Montreal, Que., has been appointed general counsel, with the same headquarters. **J. Q. Maunsell**, solicitor at Toronto, Ont., has been appointed general solicitor at Montreal, succeeding Mr. Evans. Mr. Evans was born at Owen Sound, Ont., on April 22, 1898, and attended Osgoode Hall, Toronto. In 1923 he engaged in the private practice of law with Lucas & Evans, Tor-



Frank C. S. Evans

onto, and from 1924 until January, 1935, he was associated with the law department of the Hydro Electric Power Commission of Ontario. Entering the service of the Canadian Pacific in January, 1935, as transport service representative, he became solicitor in April, 1938. He was appointed assistant general solicitor on September 1, 1942, and general solicitor in February, 1945.

Mr. Maunsell was born at Fort William, Ont., and saw service in the first world war, being wounded at the Somme in 1916. He joined the Canadian Pacific in 1915 and was appointed solicitor at Toronto in 1939.

**C. A. Rockwell** has been appointed secretary for trustee of the Missouri Pacific, and assistant secretary for trustee of the Gulf Coast Lines and the International-Great Northern, at St. Louis, Mo., suc-

ceeding **A. T. Cole**, who has retired after more than 40 years of service.

**J. C. Peterson**, assistant comptroller of the Minneapolis, St. Paul & Sault Ste. Marie at Minneapolis, Minn., has been elected secretary and assistant to the president, with the same headquarters.

### OPERATING

**Charles J. Lederer**, whose appointment as general manager, transportation, of the Railway Express Agency at New York was reported in *Railway Age* of September 13, began his express career 38 years ago at Kansas City, Mo., and occupied various terminal positions there until assigned to the transportation department at Chicago in October, 1916. After Army service in World War I, Mr. Lederer returned to



Charles J. Lederer

Chicago as chief car dispatcher. Later he became supervisor of transportation and in July, 1929, was named chief clerk, traffic bureau. In January, 1937, he became superintendent of transportation at Chicago and two years later was transferred to St. Louis. He went to New York in September, 1940, as assistant to vice-president, traffic department, in which post he served until his present promotion to general manager, transportation.

**E. E. Benton**, chief clerk in the office of the vice-president and general manager of the Grand Trunk Western at Detroit, Mich., has been appointed car accountant, with the same headquarters.

**J. C. Miller**, trainmaster of the Gulf, Mobile & Ohio at Corinth, Miss., will be promoted to division superintendent, with headquarters at Murphysboro, Ill., on October 1, succeeding **J. R. Conerly**, who has been transferred to Slater, Mo. Mr. Conerly succeeds **G. C. Brown**, who has retired. Succeeding Mr. Miller at Corinth is **R. A. Stephens**, terminal trainmaster at East St. Louis, Ill., who in turn is succeeded by **G. N. Fischer**.

**J. I. MacKay**, whose appointment as general manager of the new Prairie region of the Canadian Pacific, with headquarters at Winnipeg, Man., was reported in *Railway Age* of August 30, was born at Pictou, N. S., on May 28, 1891, and entered railroad service in 1905 as a junior clerk of the





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Canadian Pacific at Vancouver, B. C. He served in various minor capacities at Vancouver until September, 1909, when he was appointed chief clerk of the car service department. On June 1, 1912, he became assistant chief clerk of the general



**J. I. MacKay**

superintendent at Winnipeg, and in October, 1913, he was named chief clerk to the general superintendent, with the same headquarters, whence in January, 1919, he was transferred to Vancouver. Later he served as acting car service agent, trainmaster and assistant superintendent. In May, 1928, he was promoted to assistant to the general superintendent, at Vancouver, and in January, 1930, he was appointed superintendent with headquarters at Nelson, B. C., in which capacity he served later at Regina, Sask., Calgary, Alta., and Edmonton. On May 1, 1944, Mr. MacKay was advanced to general superintendent of the Manitoba district, with headquarters at Winnipeg, the position he held at the time of his recent appointment.

**Ward H. Leahy**, whose appointment as superintendent of the Cleveland division of the New York Central at Cleveland, Ohio, was reported in the *Railway Age* of August 23, was born at Syracuse, N. Y., in 1904. Mr. Leahy was graduated from the University of Notre Dame in 1926



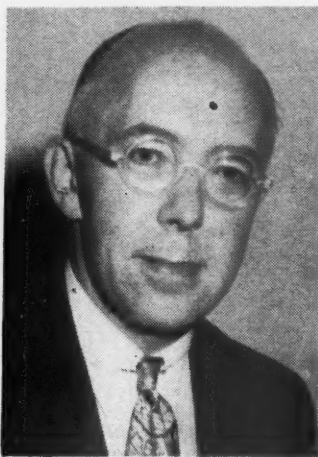
**Ward H. Leahy**

with a degree in Commerce. The same year he entered the service of the New York Central at New York as traveling car agent in the office of the manager of

freight transportation. Mr. Leahy became an assistant trainmaster on the Michigan Central at Detroit, Mich., in 1938 and was promoted to trainmaster at Jackson, Mich., in 1939. Subsequently he was assistant superintendent on the Michigan Central at Bay City, Mich., Jackson, and Chicago until 1945, when he was transferred to the Erie division at Erie, Pa., holding the latter position at the time of his recent promotion.

## MECHANICAL

**Ernest K. Bloss**, whose appointment as mechanical engineer of the Boston & Maine, the Maine Central and the Portland Terminal at Boston, Mass., was reported in *Railway Age* of September 6, was born at Worcester, Mass., on April 16, 1896. Mr. Bloss attended the Worcester public schools and Worcester Polytechnic Institute, receiving his B.S. degree in 1918 and his E.E. degree in 1921. During 1918 and 1919 Mr. Bloss was assistant power and electrical engineer, Remington Arms



**Ernest K. Bloss**

U. M. C. Co. and from June, 1919, to June, 1920, he was research assistant, Westinghouse Electric & Manufacturing Co., then becoming railway engineer in the general engineering department of the latter company. From September, 1925, until the following June, Mr. Bloss was a salesman for the Chamberlin Metal Weatherstrip Company. In November, 1926, he became assistant electrical engineer of the B. & M., holding that position until September, 1929, when he was appointed supervisor rail motor cars. Mr. Bloss was named supervisor Diesel maintenance and operations of the B. & M., the Maine Central and the Portland Terminal in January, 1944, which positions he held until his recent appointment as mechanical engineer of these roads.

## TRAFFIC

**J. W. Cole**, division passenger agent of the Missouri-Kansas-Texas at St. Louis, Mo., has been appointed assistant general passenger agent, with the same headquarters, succeeding **George Overberg**, who has resigned to become chief of the rate department of the Southwestern Passenger Association.

**Donald B. Malcolm** has been appointed assistant general freight and passenger

agent of the Atchison, Topeka & Santa Fe, with headquarters at Phoenix, Ariz.

**D. R. Hackney** has been appointed assistant general passenger agent of the Nashville, Chattanooga & St. Louis, with headquarters at Nashville, Tenn. **W. S. Snodell**, northern passenger agent, has been appointed general agent, passenger department, with headquarters at Chicago. Mr. Snodell's former position has been abolished.

**H. L. Smith**, whose appointment as assistant freight traffic manager, rates and divisions, of the Southern Pacific, at San



**H. L. Smith**

Francisco, Cal., was reported in *Railway Age* of August 23, entered railroad service in 1907 with the Northwestern Pacific, and served in various clerical capacities on that road until 1929, when he entered the service of the Southern Pacific as special accountant in the office of the auditor of freight accounts. In 1930 Mr. Smith was appointed chief of divisions in the general freight department, and in 1936 he was promoted to chief clerk in the freight traffic department, where he served until 1937, in which year he was appointed assistant general freight agent. In 1943 he was advanced to assistant to the freight traffic manager, rates and divisions, the position he held at the time of his recent promotion.

## OBITUARY

**Harry G. Dow**, vice-president in the foreign department of the Great Northern, with headquarters at New York, died on September 19 at Harkness Pavilion, Columbia Presbyterian Medical Center, New York.

**C. H. Dietrich**, whose retirement as vice-chairman of the Freight Claim division, Association of American Railroads, at Chicago, was reported in the *Railway Age* of May 10, died on September 18 at Lutsen, Minn. A photograph of Mr. Dietrich and a sketch of his career appeared in the *Railway Age* of June 7.

**J. H. Evetts**, district freight and passenger agent of the Southern Pacific at Austin, Tex., died recently.

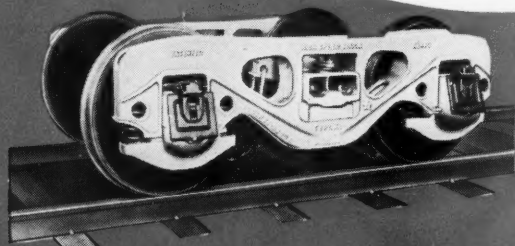
**James A. Roach**, special representative, freight traffic department, of the Chicago, Rock Island & Pacific, at Chicago, and formerly general freight agent, died of September 21, at his home in Oak Park, Ill.



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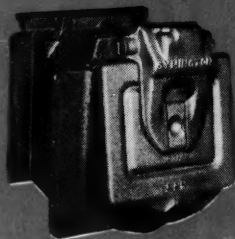


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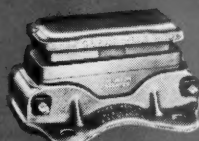
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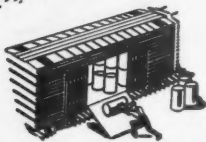
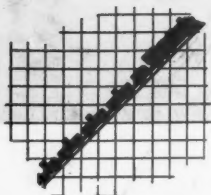
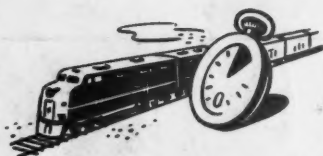
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